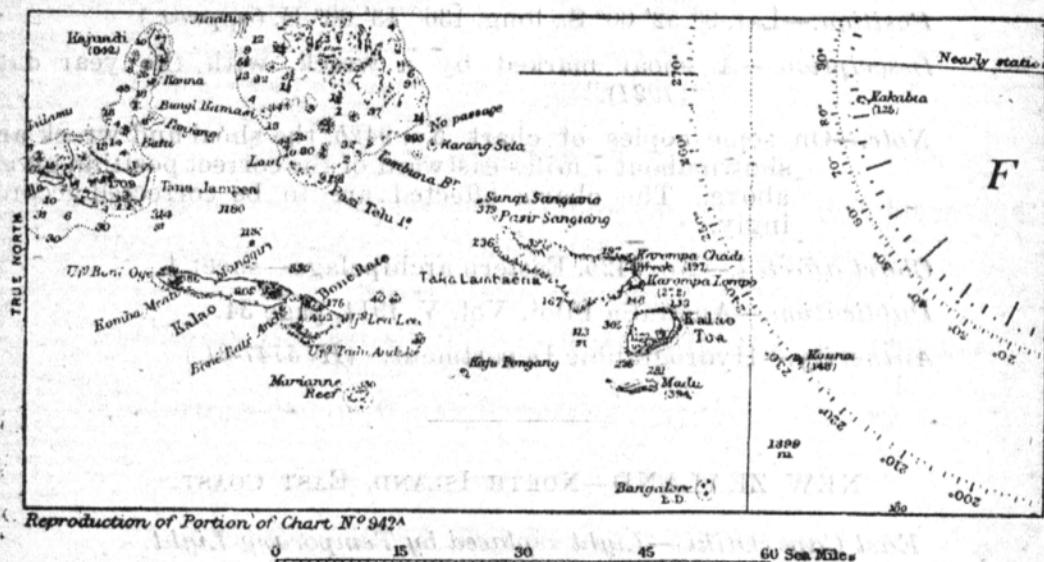




Reproduction of Portion of Chart No. 941B



Reproduction of Portion of Chart No. 942A

CHINA, EAST COAST—HAN RIVER ENTRANCE.

Port Swatow—Wreck marked by Light-Buoy.

No. 304 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 907 of 1922), are republished:—

(a) Wreck :

Position.—At a distance of approximately 4·15 cables 191° from the flagstaff at the Japanese Consulate.

Lat. 23° 21' N., long. 116° 41' E. (*approx.*).

Description.—Sunken wreck of motor-vessel *Pakwo*.

Note.—The position of this wreck is not accurately known; it is to be inserted on the charts in the above position and marked “P.A.”

(b) Light-buoy :

Position.—Marking the above wreck.

Description.—A green wreck-marking buoy exhibiting a *green* light.

Note.—“*Unreliable*” is to be inserted against the above light-buoy on the charts.

Charts affected.—No. 854, Port of Swatow.

“ 1962, Hongkong to the Brothers.

Authority.—Shanghai Notice No. 627 of 11th April 1922. (H. 3126-22.)

AUSTRALIA, NORTH COAST—ARAFURA (TIMOR) SEA.

Cape Wessel—Amendment to Chart with regard to Position of Wreck and Shoal northward of.

No. 305 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 909 of 1922), are republished:—

Former Notice.—No. 435 of 1921. (*This Office No. 222 of 1921.*)

Position.—Lat. $9^{\circ} 52' 00''$ S., long. $136^{\circ} 13' 00''$ E. (*approx.*).

Description.—A shoal marked by a wreck, with the year date “(1921).”

Note.—On some copies of chart No. 942b, the shoal and wreck are shown about 7 miles eastward of the correct position given above. The charts affected are to be corrected accordingly.

Chart affected.—No. 942b, Eastern archipelago—sheet 4.

Publication.—Australia Pilot, Vol. V, 1914, page 34.

Authority.—Hydrographic Department. (H. 5547-21.)

NEW ZEALAND—NORTH ISLAND, EAST COAST.

East Cape (Otiki)—Light replaced by Temporary Light.

No. 306 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 918 of 1922), are republished:—

Position.—East cape, lat. $37^{\circ} 42'$ S., long. $178^{\circ} 33'$ E. (*approx.*).

Details.—The flashing white light on East island about one mile eastward of the cape has been permanently discontinued and is replaced temporarily by a light situated on the 476 feet summit on East cape.

The temporary light has the following characteristics:—

Character.—*Flashing white every seven seconds*, thus:

Flash,	eclipse,
1 sec.	6 sec.

Elevation.—500 feet (152^m4).

Visibility.—About 20 miles, over an arc of 230° , except when obscured by high land to the westward and southward of the light.

Remarks.—The light will also be obscured by East island on certain bearings to vessels passing at distances of less than 8 miles from the light. The light is unwatched.

Note.—It is intended to transfer the lighthouse on East island to a position on the cape.

Charts temporarily affected.—No. 3500, Cape Runaway to Gable End foreland.

, 2527, Mayor island to Poverty bay.

, 1212, New Zealand.

Publications.—List of Lights, Part VI, 1922, No. 2909.

New Zealand Pilot, 1919, pages 250, 251.

Authority.—Wellington Notice No. 25 of 1922. (H. 3321-22.)

AUSTRALIA—NEW SOUTH WALES.

Barunguba (Montagu) Island—Existence of Rock southward of.

No. 307 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 919 of 1922), are republished:—

Position.—At a distance of 2·25 miles 203° from Barunguba island light-house.

Lat. $36^{\circ} 17'$ S., long. $150^{\circ} 13'$ E. (approx.).

Description.—A pinnacle rock with a least depth of $2\frac{1}{2}$ fathoms (4^m 6)

Charts affected.—No. 1017, Gabo island to Montagu island.

, 1211, Gabo island to Port Jackson.

Publications.—Australia Pilot, Vol. II, 1918, page 447, Supplement No. 3, 1921.

Authority.—Public Works Department, Sydney. (H. 3220-22.)

AFRICA, EAST COAST—DAR ES SALAAM.

Outer Makatumbe Island—Light re-exhibited; Alteration in Period.

No. 308 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 927 of 1922), are republished:—

Former Notice.—No. 1174 of 1921 (This office No. 317 of 1921) hereby cancelled.

Position.—Lat. $6^{\circ} 48'$ S., long. $39^{\circ} 20'$ E. (approx.).

New abridged description.—Lt. Fl. ev. 35 sec., 96 ft., vis. 15 m.

Alteration.—This *flashing white* light has been re-exhibited, but the period has been altered from ten seconds to *thirty-five seconds*.

The temporary fixed white light has been discontinued.

Charts affected.—No. 674, Dar es Salaam and adjoining anchorages.

, 640a, Panganî to Ras Kimbiji—southern sheet.

, 662, Kilwa point to Zanzibar channel.

Charts which were temporarily affected.—No. 597, Delagoa bay to Cape Guardafui.

, 748b, Indian ocean—northern portion.

Publications.—List of Lights, Part VI, 1922, No. 103.

Africa Pilot, Part III, 1915, page 373; Supplement No. 5, 1921.

Authority.—Director of Marine, Dar es Salaam. (H. 3228-22.)

KOREA, SOUTH-WEST COAST—YELLOW SEA.

Thornton Island—Existence of Rock and Wreck south-eastward of.

No. 309 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 928 of 1922), are republished:—

(1) Existence of a rock:

Position.—At a distance of about $1\frac{1}{4}$ miles south-eastward from southern extremity of Thornton island.

Lat. $33^{\circ} 55' 05''$ N., long. $126^{\circ} 20' 20''$ E. (*approx.*), on chart No. 3365.

Depth.—Not stated.

Note.—The symbol for a rock with a depth of less than 6 feet ($1^m 8$) is to be inserted on the charts and marked "P.A."

(2) Existence of a wreck:

Position.—At a distance of about 2 cables north-westward from the above rock.

Lat. $33^{\circ} 55' 12''$ N., long. $126^{\circ} 20' 12''$ E., on chart No. 3365.

Description.—Sunken wreck of the steamer *Daini Senkai Maru*.

Charts affected.—No. 3365, Port Hamilton to Mackau group.

" 104, Korean archipelago, southern portion.

" 3480, Shantung promontory to Nagasaki.

Publication.—China Sea Pilot, Vol. V, 1912, page 655.

Authority.—Tokyo Notice No. 167 of 1922. (H. 3177-22.)

AUSTRALIA, EAST COAST—QUEENSLAND.

Cleveland Bay, Platypus Channel—General Amendments to Chart.

No. 310 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 938 of 1922), are republished:—

Position.—Townsville harbour, lat. $19^{\circ} 15' S.$, long. $146^{\circ} 50' E.$ (*approx.*)

Details.—The accompanying reproduction of a portion of chart No. 1102 shows the necessary amendments to the chart with regard to Platypus channel, in the approach to Townsville harbour. Attention is drawn to the establishment of eight black beacons, the withdrawal of three conical black buoys, the alteration in the position of the light-buoy marking the north-eastern end of the dredged channel and the existence of foul ground off the north-eastern extremity of the Western breakwater. The fixed green light near the seaward end of Western breakwater has been moved a distance of 200 feet ($61m 0$) to the north-eastward.

Note.—Tidal signals are no longer made from Bay rock and the note on chart No. 1102 is to be amended accordingly.

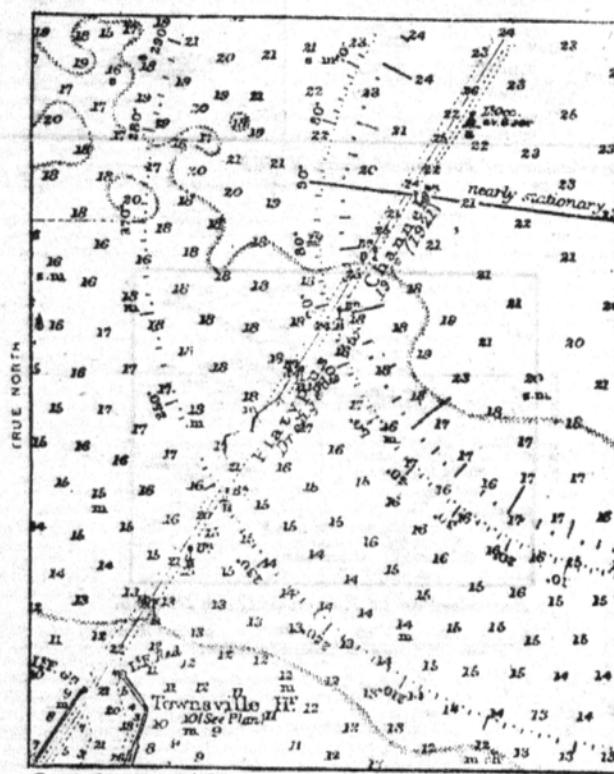
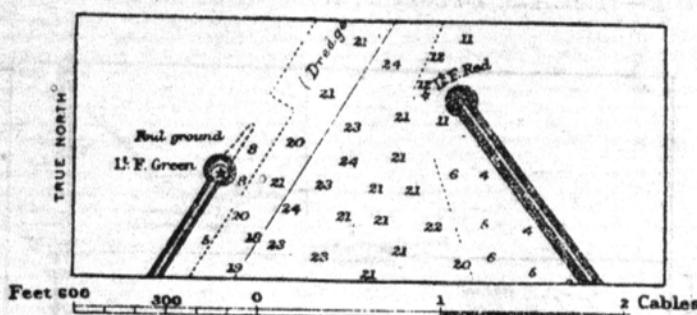
Charts affected.—No. 1102, Cleveland bay and plan of Townsville harbour.

" 348, Whitsunday island to Magnetic island.

" 2349, Magnetic island to Double point.

Publications.—List of Lights, Part VI, 1922, No. 2702.

Australia Pilot, Vol. IV 1917, pages 166, 167.

Authority.—Marine Department, Brisbane. (H. 2025-21.)

Reproduction of Portions of Chart N° II02

Cables 10 (16062 ft) 6 0 1 SeaMile

NEW GUINEA, NORTH-EAST COAST.

Admiralty Islands—Amended Positions of two Islands.

No. 311 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 939 of 1922), are re-published:—

New position.—La Vandola (Naúna) island, lat. $2^{\circ} 11'$ S., long. $148^{\circ} 10'$ E. (*approx.*).

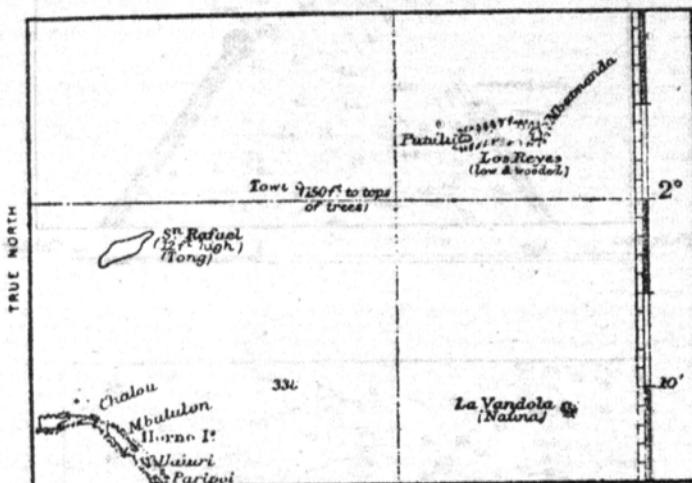
Details.—The accompanying reproduction of portions of charts Nos. 769 and 2766 shows the necessary amendments to the charts with regard to the positions of La Vandola (Naúna) and San Rafael (Tong) islands, also the height of the trees on Towi island.

Charts affected.—No. 769, Admiralty and Hermit islands.

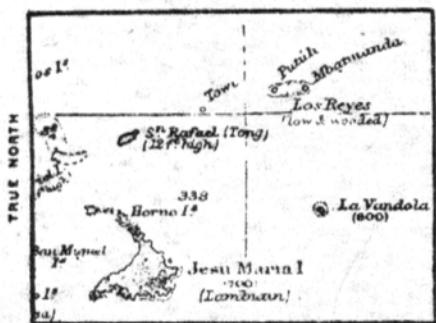
, 2766, North-east coast of New Guinea, &c.

Publication.—Pacific Islands Pilot, Vol. I, 1921, pages 581, 582.

Authority.—H.M.A.S. *Brisbane*, Remark book, 1922. (H. 2705-22.)



Reproduction of Portion of Chart N° 769



Reproduction of Portion of Chart N° 2766.

0 10 20 30 40 Sea Miles

NORTH PACIFIC OCEAN—CAROLINE ISLANDS.

West Faiu Island —Amended Position.

No. 312 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 952 of 1922), are re-published:—

Amended Position.—Lat. $8^{\circ} 05' 17''$ N., long. $146^{\circ} 44' 29''$ E.

Details.—Information has been received that the position of West Faiu island is as given above and the charts are to be corrected accordingly. The plan of West Faiu island on chart No. 772 is to be re-graduated to agree with the amended position of this island.

Charts affected.—No. 772, Plan of West Faiu island.

, 980, Caroline islands.

, 781, Pacific ocean—north-west sheet.

Publications.—Pacific Islands Pilot, Vol. I, 1921, page 621.

Authority.—Tokyo Notice No. 146 of 1922. (H. 2951-22.)

JAPAN, SOUTHERN ISLANDS—KAZAN ISLANDS.

Iwo Jima—Amendment to Chart with regard to Shoal and Depths eastward of.

No. 313 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 963 of 1922), are republished :—

Position.—Higashi Iwa, lat. $24^{\circ} 47'$ N., long. $141^{\circ} 23'$ E. (*approx.*).

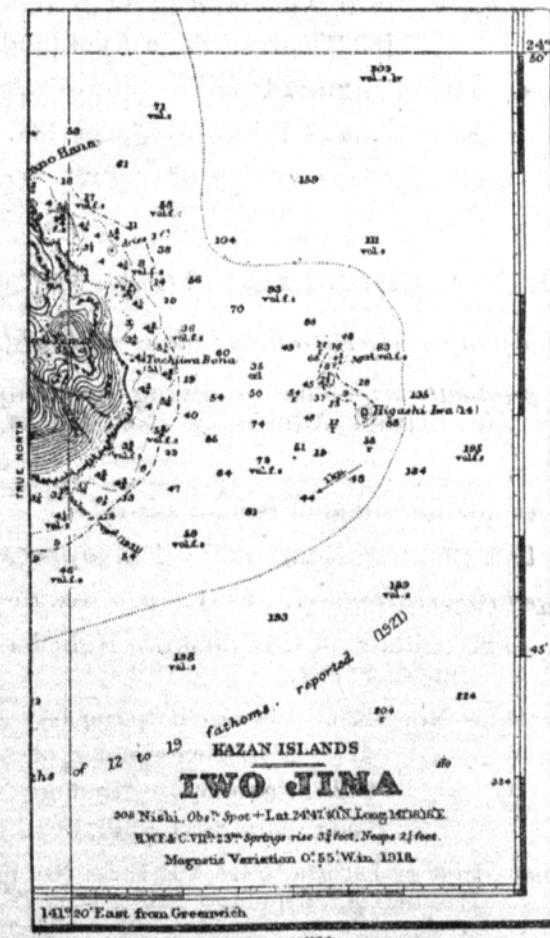
Details.—The accompanying reproduction of a portion of the plan of Iwo jima on chart No. 1100 shows the necessary corrections to that plan with regard to a shoal extending north-westward from Higashi iwa and depths in the vicinity.

Note.—It will be observed that the note with regard to rocks and breakers reported between Iwo jima and Higashi iwa has been omitted from the reproduction.

Chart affected.—No. 1100, Plan of Iwo jima.

Publications.—Japan Pilot, 1914, page 38; Supplement No. 5, 1921.

Authority.—Tokyo Notice No. 106 of 1922. (*H. 2760-22.*)



NEW ZEALAND, NORTH ISLAND.

Auckland Harbour, Prohibited Anchorage—Light-Beacons established.

No. 314 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 969 of 1922), are republished:—

Former Notice.—No. 191 of 1922. (*This Office No 194 of 1922*).

Position.—Depôt point, lat. $36^{\circ} 50'$ S., long. $174^{\circ} 48'$ E. (*approx.*).

Light-beacons established on Depôt point:—

(1) Front light:

Position.—At a distance of 0·25 of a cable 105° from the site of flagstaff at Depôt point.

Abridged description.—Lt. F. Gn.

Character.—*Fixed green.*

(2) Rear light:

Position.—At a distance of 0·35 of a cable 012° from front light.

Abridged description.—Lt. F. R.

Character.—*Fixed red.*

Remarks.—The alignment of these two light-beacons indicates the direction of the telephone cables, which have been laid in the prohibited anchorage southward of Depôt point quoted in the former Notice.

Charts affected.—No. 1970, Auckland harbour and approaches.

,, 1896, Entrances to Auckland harbour.

Publications.—List of Lights, Part VI, 1922, No. 2879.

New Zealand Pilot, 1919, page 188.

Authority.—Wellington Notice No. 67 of 1921. (*H. 187-22.*)

EASTERN ARCHIPELAGO—TIMOR, WEST COAST.

Kupang—Alteration in Colour of Light.

No. 315 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 970 of 1922), are republished:—

Position.—At northern end of Semau strait.

Lat. $10^{\circ} 10'$ S., long. $123^{\circ} 34'$ E. (*approx.*).

New abridged description.—Lt. Fl. R. ev. 3 sec., 61 ft., vis. 12 m.

Alteration.—The colour of this *flashing* light has been altered from white to red.

Charts affected.—No. 3296, Plan of Kupang bay and Roti strait.

,, 475, North-west coast of Australia.

,, 942a, Eastern archipelago—sheet 3.

,, 2759a, Australia—northern portion.

Publications.—List of Lights, Part VI, 1922, No. 949.

Eastern Archipelago Pilot, Part II, 1913, page 306.

Authority.—Hague Notice No. 1061 of 1922. (*H. 3336-22.*)

NEW GUINEA, WEST COAST.

Misoöl Island, Katapu Anchorage—Existence of Shoals north-eastward of.

No. 316 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 971 of 1922), are republished:—

Position.—Nusa Pial, lat. $1^{\circ} 50'$ S., long. $129^{\circ} 49'$ E. (approx.).

Distance and bearing from Nusa Pial.	Depth.
(a) 2·90 miles 048° $2\frac{1}{2}$ fathoms (4^m6). ...
(b) 2·60 miles 057° 4 fathoms (7^m3). ...

Chart affected.—No. 3744. Tanjung Suabur to Kabu islands.

Publication.—Eastern Archipelago Pilot, Vol. III, 1921, page 102.

Authority.—Hague Notice No. 1062 of 1922. (H. 3337-22).

CELEBES, SOUTH-EAST COAST—GULF OF BONI.

Paria (Sopang) Bay Approach—Existence of Shoal.

No. 317 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 973 of 1922), are republished:—

*Position.—At a distance of about 12 miles eastward of Sopang reef.
Lat. $4^{\circ} 55' 18''$ S., long. $121^{\circ} 44' 30''$ E.*

Description.—A $4\frac{1}{2}$ fathom (8^m2) shoal, of small extent.

*Charts affected.—No. 3616, Tomori gulf to Salayar strait, &c.
942a, Eastern archipelago—sheet III.
,, 1263, China sea.*

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 469.

Authority.—Hague Notice No. 1060 of 1922. (H. 3335-22.)

GULF OF SIAM.

Aotinau (Manao) Bay—Caution with regard to Aeroplane Target Practice.

No. 318 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 974 of 1922), are republished:—

Former Notice.—No. 1789 of 1921 (This Office No. 464 of 1921); hereby cancelled.

Position.—North Horn, lat. $11^{\circ} 47'$ N., long. $99^{\circ} 47'$ E. (approx.).

Caution.—Notice is given that target practice from Aeroplanes will take place from time to time in the vicinity of Aotinau bay and approaches. Vessels are warned not to enter the under-mentioned area between sunrise and sunset whilst the practice is being carried out:—

Limits of danger area:

(a) On the North.—By a line drawn from a position situated three-quarters of a mile 267° from North Horn summit in a 071° direction for a distance of 7·33 miles.

(b) *On the South*.—By a line drawn from the eastern extremity of Whae Wan village, South Horn, in a 135° direction for a distance of 6·75 miles.

(c) *On the East*.—By a line joining the eastern extremities of limits (a) and (b).

(d) *On the West*.—By a line joining the western extremities of limits (a) and (b).

Note.—The danger area outlined above is to be regarded as permanent.

This area is to be inserted on the charts with the words "Bomb-dropping practice area."

Charts affected.—No. 2719, Lem Tane to Ko Ta skut.

,, 12414, Gulf of Siam.

Publication.—China Sea Pilot, Vol. III, 1912, page 133.

Authority.—Bangkok Notice No. of 1921. (H. 5518-21.)

PHILIPPINE ISLANDS—LUZON.

Kavite W-T Time Signal—Alteration in Wave Lengths.

No. 319 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 979 of 1922), are republished:—

Position.—Lat. $14^{\circ} 30'$ N., long. $120^{\circ} 54'$ E. (*approx.*).

Call signal.—NPO.

Details.—The Kavite wireless time signal is now transmitted on wave lengths of 2,700 metres (spark) and 5,200 metres (arc).

Publication.—Admiralty List of Wireless Time Signals, 1922, No. 4046.

Authority.—Berne International List of Radiotelegraph Stations 1921; Supplement No. 7, April, 1922. (H. 3436-22.)

P. G. GLANVILLE, COMMANDER, R.I.M.,
Deputy Port Officer of Calcutta.



The Calcutta Gazette

WEDNESDAY, AUGUST 30, 1922.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are republished for general information.

P. G. GLANVILLE, COMMANDER, R.I.M.,

Deputy Port Officer of Calcutta.

H. E. SPRY,

Secretary to the Government of Bengal, Marine Department (offg.).

CALCUTTA, the 19th August 1922.

PERSIAN GULF—EASTERN SHORE.

Bushire, Outer and Inner Anchorage Light Buoys—Alteration in Period of lights and description of Buoys.

No. 343.—(first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 64M. of 1922) are republished:—

(1) Outer Anchorage Light-buoy.

Position (approx.).—At a distance of about 4½ miles, 262° from British Residency F. S.

Alteration in period.—The white flashing light now shows every thirty-six seconds, thus:—

Light.	Eclipse.
8 Sec.	28 Sec.

New description.—A red can buoy surmounted by a conical cage painted black with a white horizontal band.

(2) Inner Anchorage Light-buoy.

Position (approx.).—At a distance of about 2½ miles, 307° from British Residency F. S.

Alteration in period.—The red flashing light now shows every thirty seconds, thus:—

Light.	Eclipse.
6 Sec.	24 Sec.

(3) *Buoy in the Inner Anchorage.*

Position (approx.).—At a distance of about 2½ miles, 337° from British Residency F. S.

Description.—The black buoy moored, northward of Ras-al-Marg, is a small wooden can buoy painted black and surmounted by a 6 feet wooden staff.

Remarks.—There is no flag on the staff, as mentioned on page 25 of Supplement No. 6, 1921, to the Persian Gulf Pilot, 1915.

Charts affected.—No. 27, Bushire (Bushehr).

“ 2837b, Persian Gulf, Western Sheet.

Publications.—Persian Gulf Pilot, 1915, page 261; Supplement No. 6 (1921). Indian List of Lights, 40th issue, 1921, Nos. 34-35.

Authority.—The Commanding Officer, H. M. S. “ Espiegle ” Hyd. Note No. 1, dated 19th July 1922.

ARABIAN SEA—MAKRAH COAST.

Astola Island—Patches of broken water reported south-westward of.

No. 344 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 65M. of 1922), are republished :—

Details.—The Master of the SS. “ Bamora ” reports that distinct breaks between the outer edge of Webb Bank and Sail Rock were observed on 13th July 1922, at various points. Two other patches were noticed approximately in the following positions :—

(a) Position.—At a distance of about 4 miles, 221° from western tangent of Astola Island.

Lat. 25° 03' N.
Long. 63° 46' E. (approx.).

(b) Position.—At a distance of about 4 miles, 238° from Sail Rock.

Lat. 25° 03' N.
Long. 63° 47' E. (approx.).

Caution.—Mariners are advised to give this locality a wide berth.

Chart affected.—No. 38, Maskat to Karachi.

Publication.—Persian Gulf Pilot, Sixth Edition 1915, page 168.

Authority.—Port Officer, Karachi, dated 26th July 1922.

BAY OF BENGAL—INDIA, COROMANDEL COAST.

Madras Harbour—Navigation in.

No. 345 (first publication).—The Presidency Port Officer, Madras, has given Notice (No. 66 of 1922) that a ball will be hoisted at the masthead of the Port Signal Station to indicate that a vessel in the Harbour is “ getting under weigh ” or “ is under weigh ”, vessels approaching the port should remain clear of the break-water head giving sea-room to the out-going vessel until such time as the Harbour Master assumes control.

Authority.—Deputy Port Conservator, Madras.

INDIA, WEST COAST.

Bombay Floating light-vessel—Replaced in position.

No. 346 (first publication).—

Former Notice.—No. 341 of 1922.

Subject.—The Bombay Floating light-vessel, which was out of position, has now been replaced in her former position.

Position.—Lat. 18° 50' N., long. 72° 44' E.

Charts temporarily affected.—No. 2621, Bombay harbour.

- , 737, Arnala island to Kundari island.
- , 2736, Gulf of Kutch to Vizidrug.
- , 826, Karachi to Vengurla.

Publications.—List of Lights, Part VI, 1922, No. 384.
West Coast of India Pilot, 1919, page 220.

Authority.—Director, R. I. Marine, Bombay, telegram dated 18th August 1922.

The 11th August 1922.

BAY OF BENGAL.

CHITTAGONG COAST.

South Patches light-vessel—Replaced in position.

No. 333-I. (second publication).—

Former Notice.—166-I. of 1922.

Subject.—The South Patches light-vessel, which was removed from her Station on the 28th April 1922, has now been replaced in position.

Position.—Lat. $21^{\circ} 29\frac{1}{2}'$ N., long. $91^{\circ} 37\frac{1}{2}'$ E.

Charts affected.—No. 70, Bay of Bengal.

- , 829, Cocanada to Bassein river.
- , 859, Matla river to Elephant Point.

Publications.—List of Lights, Part VI, 1922, No. 630.

Bay of Bengal Pilot, 1921, page 326.

Authority.—Port Officer, Chittagong, Telegram dated 10th August 1922.

JAVA, EAST COAST—BALI STRAIT.

Banyuwangi Approaches—Caution regarding Positions of Buoys.

No. 334 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1043 of 1922), are republished:—

Position.—Banyuwangi anchorage, lat. $8^{\circ} 12'$ S., long. $114^{\circ} 24'$ E. (approx.).

Details.—The following cautionary note is to be inserted in the title of the under-mentioned plan on chart No. 3726.

CAUTION.

"The Positions of the Buoys are not to be depended upon."

Chart affected.—No. 3726, Plan of Banyuwangi road.

Publication.—Eastern Archipelago Pilot, Part II, 1913, pages 156, 157.

Authority.—Master of the SS. *Priam.* (H. 3543-22.)

NEW ZEALAND—NORTH ISLAND.

Wellington W-T Station—Alteration in time Signals.

No. 335 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1045 of 1922), are republished:—

Position.—Wellington W-T station, lat. $41^{\circ} 16' S.$, long. $174^{\circ} 46' E.$ (*approx.*).

Call signal.—VLW.

Wave length.—600 metres.

DETAILS.

In addition to the bi-weekly wireless time-signals transmitted at $21^{\text{h}} 00^{\text{m}} 00^{\text{s}}$ G.M.T. (astronomical) (Mondays and Thursdays), particulars of which have already been published, the undermentioned time-signals are transmitted daily except on Saturdays, G.M.T. (Sundays, New Zealand Standard Time), and New Zealand Government holidays.

The transmitting key at Wellington W-T station is automatically operated by the Standard Time clock of the Hector Observatory, lat. $41^{\circ} 17' 03.8'' S.$, long. $174^{\circ} 4' 04.0'' E.$

The first time-signal is at $11^{\text{h}} 00^{\text{m}} 00^{\text{s}}$ G.M.T. (astronomical) corresponding to $22^{\text{h}} 30^{\text{m}} 00^{\text{s}}$ New Zealand Standard time; and is repeated at the 1st, 2nd, 4th, and 5th minutes. There is no signal at $11^{\text{h}} 03^{\text{m}} 00^{\text{s}}$.

Each time-signal, represented by a dash, commences exactly at the beginning of the minute and lasts for *one second* approximately.

The signals are transmitted in the following manner:—

G. M. T. (Astronomical).							NATURE OF SIGNAL.
h.	m.	s.	to	h.	m.	s.	
10	58	00	"	10	59	05	New Zealand Observatory time signals eleven hours G.M.T.
10	59	10	"	10	59	50	— — . — — — . — — — etc.
11	00	00	"	11	00	01	— Time signal.
11	00	12	"	11	00	50	— — — — — — — — etc.
11	01	00	"	11	01	01	— Time signal.
11	01	13	"	11	01	50	— — — — — — — — etc.
11	02	00	"	11	02	01	— Time signal.
11	02	14	"	11	03	50	— — — — — — — — etc.
11	04	00	"	11	04	01	— Time signal.
11	04	09	"	11	04	50	— — — — — — — — etc.
11	05	00	"	11	05	01	— Time signal.

Note.—The signals other than the actual time-signals are transmitted by hand.

Publication.—Admiralty list of Wireless Signals, 1922, No. 4057.

Authority.—Hector Observatory Bulletin No. 45. (H. 3453-22.)

NEW GUINEA, SOUTH-EASTERN PORTION—LOUISIADAE ARCHIPELAGO.

Cape Deliverance—Shoal reported south-eastward of.

No. 336 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1064 of 1922), are republished:—

Position.—At a distance of approximately 30 miles 113° from Adèle islet.
Lat. $11^{\circ} 39' S.$, long. $154^{\circ} 53' E.$ (*approx.*).

Details.—The SS. *Genchu Maru* is reported to have observed a breaking shoal about one mile in extent in the above position.

The depth was not ascertained.

Note.—The position on the charts is to be encircled by a danger line with the note “(P. A.) Shoal rep^d. (1922).”

Charts affected.—No. 2764, Coral sea and Great Barrier reefs.

“ 780, Pacific ocean, south-west sheet.

Publication.—Pacific Islands Pilot, Vol. I, 1921, page 207.

Authority.—Tokyo Notice No. 189 of 1922. (H. 3681-22.)

JAPAN—KYUSHU, GOTO ISLANDS.

Shiro Se—Information with regard to Rocks and Depths northward of.

No. 337 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1068 of 1922), are republished:—

Position.—Shiro se, lat. $33^{\circ} 11' N.$, long. $128^{\circ} 48' E.$ (*approx.*).

Details.—The amended depth on Shaku shi iwa, together with several depths northward of Shiro se are shown on the accompanying reproduction of a portion of chart No. 359.

The rock, the existence of which was doubtful, reported in the year 1914 about $1\frac{1}{2}$ miles northward of Shiro se lighthouse, does not exist and is therefore omitted from the reproduction.

Charts affected.—No. 359, Nagasaki to Karatsu, with the Goto islands.

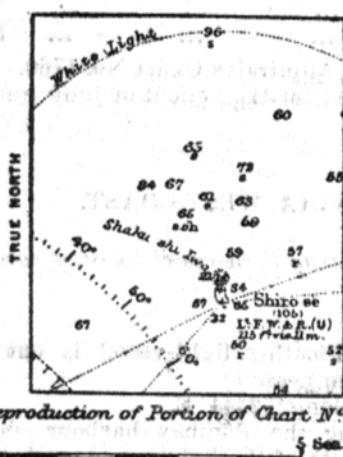
„ 358, Western coasts of Kyushu and Honshū.

„ 104, Korean archipelago, southern portion.

„ 3480, Shantung promontory to Nagasaki.

Publication.—Japan Pilot, 1914, page 499; Supplement No. 5, 1921.

Authority.—Tokyo Notice No. 107 of 1922. (H. 2761-22.)



Reproduction of Portion of Chart N^o 359.

SOUTH AUSTRALIA—SPENCER GULF.

Cape Burr—Buoy south-eastward of, disappeared.

No. 338 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1076 of 1922), are republished:—

Position.—At a distance of about half a mile south-eastward from Cape Burr.
Lat. $34^{\circ} 08' S.$, long. $136^{\circ} 21' E.$ (*approx.*).

Details.—The black can buoy, formerly marking the eastern edge of the rock in the above position, has disappeared and will not be replaced.

Chart affected.—No. 2389, St. Vincent and Spencer gulfs.

Publication.—Australia Pilot, Vol. I, 1918, page 177.

Authority.—Australia Hydrographer. (H. 3755-22.)

NEW ZEALAND, NORTH ISLAND—BAY OF ENTY.

Alderman Islands—Rock north-eastward of.

No. 339 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1077 of 1922), are republished:—

Position.—At a distance of 4 cables 068° from the northern extremity of the north-easternmost Alderman island.
Lat. $36^{\circ} 56' 36'' S.$, long $176^{\circ} 06' 25'' E.$, on chart No. 3332.

Description.—A rock which dries 2 feet (0^m6).

Charts affected.—No. 3332, Mercury bay to Town point.

„ 2543, Maunganui bluff to Manukau harbour, &c.

Publication.—New Zealand Pilot, 1919, page 234.

Authority.—Wellington Notice No. 28 of 1922. (H. 1622-22.)

CHINA, EAST COAST.

Chimmo (Chimho) bay and Chinchu (Chuanchow) harbour—Unofficial lights in operation.

No. 340 (second publication).—The Coast Inspector, Shanghai, has given Notice (No. 756 of 1922) that unofficial lights are reported to be in operation at the undermentioned points on the coast:—

Chimmo (Chimho) Bay.

A fixed white light, situated on the headland close northward of the village of Chimmo (Chimho), southern side of Chimmo (Chimho) Bay, its approximate position being—

Latitude	...	...	...	...	...	24° 37' 30" N.
Longitude	...	...	...	...	...	118° 40' 00" E.

British Admiralty Charts Nos. 1959 and 1760.

Chinchu (Chuanchow) Harbour.

A fixed white light, situated on the wall of the town of Tongbu (Chungwu), on the northern side of the approach to Chinchu (Chuanchow) Harbour, its approximate position being—

Latitude	...	...	...	...	24° 52' 45" N.
Longitude	...	...	...	...	118° 55' 30" E.

British Admiralty Chart No. 1760.

The above lights are maintained for the benefit of junk traders and are unreliable.

INDIA, WEST COAST.

Bombay Floating light-vessel—Out of position.

No. 341 (second publication).—

Subject.—The Bombay Floating light-vessel is out of position and will be replaced when possible.

Position.—Lat. 18° 50' N., long. 72° 44' E.

Caution.—Vessels entering the Bombay harbour should keep at least one and half miles south of the light-vessel and then steer to pass south-east of the Prongs Aga light-buoy as usual one mile off.

Charts temporarily affected.—No. 2621, Bombay harbour.

- ” 737, Arnala island to Kundari island.
- ” 2736, Gulf of Kutch to Viziarug.
- ” 826, Karachi to Vengurla.

Publications.—List of Lights, Part VI, 1922, No. 384.

West Coast of India Pilot, 1919 page 220.

Authority.—Director of the Royal Indian Marine, Bombay, telegram, dated 5th August 1922.

BAY OF BENGAL.

ORISSA COAST, DHAMRA RIVER ENTRANCE.

Shortts Island—Present light not exhibited; Light shown from a post fixed on old gas light.

No. 342-I. (second publication).—

Subject.—Owing to the flagstaff on Shortts Island from which the light was shown having been washed away, a light is at present shown on an ordinary post, fixed on the old gas light, at a height of 40 feet above sea level.

Position.—Lat. 20° 46 $\frac{1}{4}$ ' N., long. 87° 03 $\frac{1}{4}$ ' E. (Approximate).

Character.—Fixed white.

Visibility.—Six miles.

Charts affected.—No. 70, Bay of Bengal.

- ” 829, Cocanada to Bassein river.
- ” 814, The Sandheads—False Point to Matla river.
- ” 754, Dhamra river.

Publications.—List of Lights, Part VI, 1922, No. 601.

Bay of Bengal Pilot, 1921, page 277.

Authority.—Port Officer, Chandbali, letter No. 669P., dated the 9th August 1922.

The 5th August 1922.

INDIA, WEST COAST—BOMBAY HARBOUR.

Steam Pilot vessel replaced by Sailing Pilot Schooner.

No. 320 (*third publication.*)—

Subject.—The Steam Pilot vessel has been withdrawn and replaced by a Sailing Pilot Schooner on the 29th July 1922.

Charts affected.—No. 2621, Bombay harbour.

“ 655, Port of Bombay,

“ 737, Arnala island to Kundari island.

Publication.—West Coast of India Pilot, 1919, page 228, Supplement No. 2, 1922.

Authority.—Director, Royal Indian Marine, Bombay, telegram dated 29th July 1922.

CHINA, NORTH COAST.

Eastern approach to Chefoo harbour—Wreck removed.

No. 321 (*third publication.*)—With reference to Notice to Mariners No. 266 of 1922 issued by this Office, the Coast Inspector, Shanghai, has given further Notice (No. 753 of 1922) that the sunken junk in the Eastern Approach to Chefoo Harbour, situated 1° 51' miles S. 24° E., magnetic, from Kungtungtao Lighthouse, has been removed from the track of shipping.

CHINA, EAST COAST—YANGTZE RIVER.

South Channel entrance, approaches to Woosung—Quarantine surveying-beacon discontinued; Surveying-beacon established.

No. 322 (*third publication.*)—The Coast Inspector, Shanghai, has given Notice (No. 754 of 1922) that Quarantine Surveying-beacon, hitherto situated on Chungpaosha, Approaches to the Whangpoo (Woosung), has been discontinued.

A new surveying-beacon (a pole with a spherical daymark), to be known as Point Beacon, has been established on the right bank of the Yangtze River, 4° 33' miles, S. 72° 40' E., magnetic, from Woosung Lighthouse.

CHINA, EAST COAST—YANGTZE RIVER, NORTH CHANNEL ENTRANCE.

Tsungming Crossing—Direction of channel changed; light-buoys moved; light-buoy established.

No. 323 (*third publication.*)—The following Notice to Mariners (No. 755 of 1922), issued by the Coast Inspector, Shanghai, is republished:—

“ Referring to Special Notice to Mariners No. 631, notice is hereby given that the new direction of the Tsungming Crossing, North Channel Entrance to the Yangtze River, has been opened to navigation and its buoyage arranged as follows:—

The East Entrance Light-buoy has been moved but its characteristics have not been changed. From the new position of the buoy, Liuchiao Beacon bears N. 84° E., distant 2° 12' miles.

The Crossing Light-buoy has not been moved nor its characteristics changed.

A light-buoy, to be known as Shoal Buoy, painted *black*, and exhibiting a flashing *white* light every 10 seconds, thus:

Light	...	...	...	3 seconds.
Eclipse	...	...	...	7 "

has been established on the south side of the Crossing. From the buoy, Woosung Lighthouse bears S. 94° W., distant 6° 13' miles.

West Spit Light-buoy has been moved and now marks the eastern side of the new western entrance to the Crossing, its characteristics remaining unchanged. From the new position of the buoy, Woosung Lighthouse bears S. $6\frac{1}{2}$ ° E., distant 5·62 miles.

This new direction of the Tsungming Crossing has a least through depth of 16 feet at low water of extraordinary spring tides.

All bearings given are magnetic."

PHILIPPINE ISLANDS—MINDANAO, SOUTH COAST.

Dumankilas Bay—Existence of Rock.

No. 324 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 996 of 1922), are republished:—

Position.—At a distance of approximately 1·66 cables 238° from the northern point of Paya island.

Lat. 7° 37' N., long. 123° 04' E. (*approx.*).

Details.—The symbol for a drying rock is to be inserted in the above position on the chart and marked "*Dries (P.A.)*".

Chart affected.—No. 3463, Dumankilas bay.

Publication.—Eastern Archipelago Pilot, Part I, 1911, page 666.

Authority.—Manila Notice No. 1 of 1922. (H. 3388-22.)

INDIAN OCEAN—SEYCHELLES GROUP.

Mahé Island, Police Point—Light to be discontinued.

No. 325 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 997 of 1922), are republished:—

Position.—Police point lighthouse, lat 4° 48' S., long. 55° 31' E. (*approx.*)

Details.—The fixed white light exhibited from the above lighthouse will be discontinued on and after 31st July 1922. No further Notice will be given.

Note.—“*Disused lighthouse*” is to be inserted on the charts against the site of the above light.

Charts affected.—No. 1072, Mahé island and approaches.

 , 721, Seychelles group, &c.

 , 2899, Chagos archipelago to Madagascar.

Publications.—List of Lights, Part VI, 1922, No. 239.

South Indian Ocean Pilot, 1911, page 49; Supplement No. 6, 1921.

Authority.—Administrator, Government House, Seychelles. (H. 1992-22.)

AUSTRALIA—NEW SOUTH WALES.

Barunguba (Montagu) Island—Amended Position of Rock southward of.

No. 326 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 998 of 1922), are republished:—

Former Notice.—No. 919 of 1922. (*This office No. 307 of 1922.*)

Position.—At a distance of 2·25 miles 194° from Barunguba island light-house, and about 4 cables eastward from position given in former Notice.

Lat. 36° 17' S., long. 150° 14' E. (*approx.*).

Description.—A pinnacle rock with a least depth of 2½ fathoms (4^m6).

Charts affected.—No. 1017, Gabo island to Montagu island.

 , 1211, Gabo island to Port Jackson.

Publications.—Australia Pilot, Vol. II, 1918, page 447; Supplement No. 3, 1921.

Authority.—Public Works Department, Sydney. (H. 3220-22.)

MADAGASCAR—NORTH-WEST COAST.

Radama Islands—Existence of Rock south-westward of.

No. 327 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1002 of 1922), are republished:—

Position.—At a distance of about $7\frac{1}{2}$ miles south-westward from the 472 summit of Nosi Fali.

Lat. $14^{\circ} 09' 05''$ S., long. $47^{\circ} 38' 14''$ E. (*approx.*) on chart No. 705.

Details.—Rock with a depth of less than 6 feet ($1^m 8$).

Note.—The position of the above rock is doubtful and the note “P. D.” is to be inserted against it on the charts.

Charts affected.—No. 705, Pasindava bay to Nosi Shaba.

„ 2762, Comoro islands.

„ 758, Cape St. Andrew to Antongil bay.

Publication.—South Indian Ocean Pilot, 1911, pages 376, 377.

Authority.—Paris Notice No. 702 of 1922. (H. 3541-22.)

JAPAN—INLAND SEA, IYO NADA.

Moro Shima Suido Approach—Decreased Depth on Shoal.

No. 328 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1004 of 1922), are republished:—

Position.—In the north-western approach to Moro shima suido, at a distance of about 7 cables north-eastward of Kurosaki bana.

Lat. $33^{\circ} 58'$ N., long. $132^{\circ} 28'$ E. (*approx.*).

Depth.— $1\frac{1}{2}$ fathoms ($2^m 7$) instead of $5\frac{1}{4}$ fathoms hitherto shown on the charts.

Charts affected.—No. 3154, Ominase to Gogo shima.

„ 3469, Hiroshima wan.

„ 2875, Naikai (Seto uchi) or Inland sea.

Publication.—Japan Pilot, 1914, page 371.

Authority.—Tokyo Notice No. 185 of 1922. (H. 3678-22.)

MADAGASCAR, WEST COAST.

Tulléar Bay and Channel—Amendments to Chart No. 692.

No. 329 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1012 of 1922), are republished:—

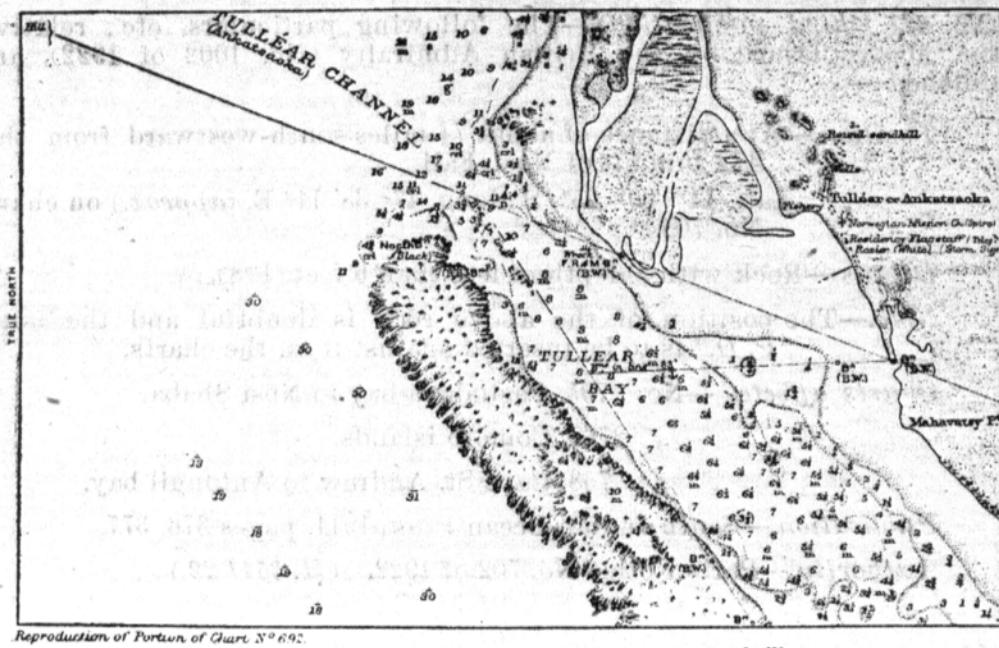
Position.—Northern end of the Great Reef, lat. $23^{\circ} 21'$ S., long. $43^{\circ} 36'$ E. (*approx.*).

Details.—Amendments to chart No. 692 with regard to depths, beacons, etc., in Tulléar bay and channel, are shown on the accompanying reproductions of portions of that chart.

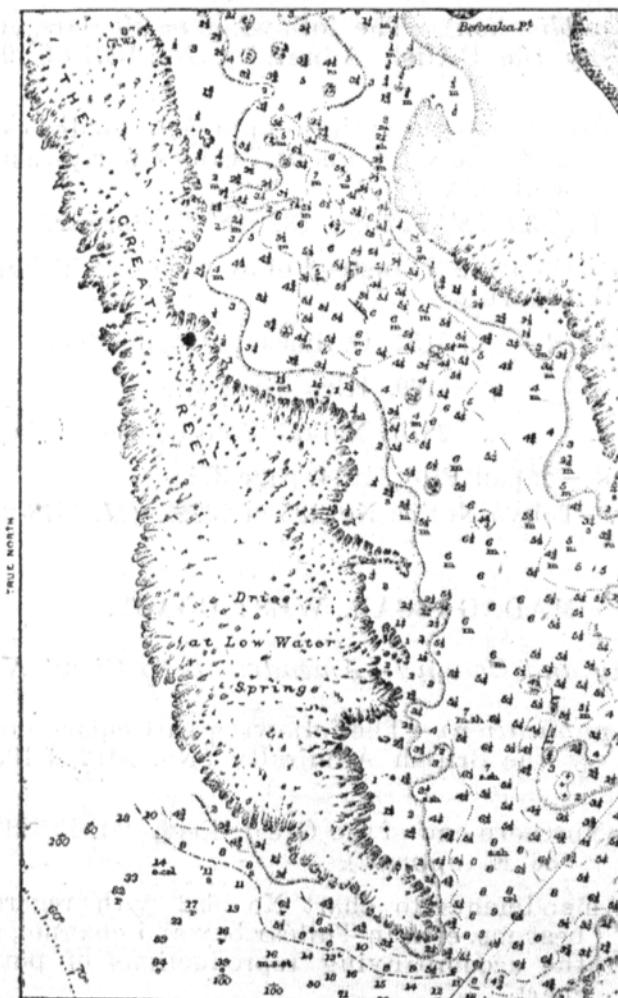
Chart affected.—No. 692, St. Augustine and Tulléar bays.

Publication.—South Indian Ocean Pilot, 1911, pages 451 to 454.

Authority.—French Government Chart. (H. 3213-22.)



Reproduction of Portion of Chart N° 692



Reproduction of Portion of Chart N° 693.

CHINA—KWANTUNG PENINSULA.

Dairen Wan—Mooring-Buoys withdrawn.

No. 330 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1013 of 1922), are republished:—

(a) *Position*.—At a distance of about 4½ miles north-eastward from Howampo tsui (West Entry point).
Lat. 38° 57' N., long. 121° 47' E. (*approx.*).

Description.—Group of four mooring-buoys, painted red.

(b) *Position*.—At a distance of about one mile southward from the buoys mentioned in (a) above.

Description.—A mooring buoy, painted red.

Remarks.—The above buoys have been withdrawn and are accordingly to be expunged from the charts.

Charts affected.—No. 3694, Dairen wan.

" 1798, Kinchau to Terminal head.

Publications.—China Sea Pilot, Vol. V, 1912, page 554; Supplement No. 6, 1921.

Authority.—Tokyo Notice No. 187 of 1922. (H. 3680-22.).

EASTERN ARCHIPELAGO—FLORES SEA.

Bangalore Reef—Non-Existence of.

No. 331 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1014 of 1922), are republished:—

Position on charts.—At a distance of about 19 miles south-eastward from Kalao Tua.

Lat. 7° 43' S., long. 121° 55' E. (*approx.*).

Details.—The above reef is considered to be non-existent and is accordingly to be expunged from the charts.

Charts affected.—No. 942a, Eastern archipelago—sheet 3.
" 2759a, Australia—northern portion.

Authority.—Netherlands Government Charts. (H. 2611-22.).

NORTH PACIFIC OCEAN—LIU KIU ISLANDS.

Okinawa Group—Shoal reported southward of.

No. 332 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1024 of 1922), are republished:—

Position.—At a distance of about 34 miles south-westward from the south-west point of Okinawa jima.

Lat. 25° 37' N., long. 127° 18' E. (*approx.*).

Depth.—6 fathoms (11m0).

Remarks.—The note “*E.D. Repd. (1922). (Unexamined)*” is to be inserted against the above position on the charts.

Charts affected.—No. 2412, Amoy to Nagasaki.
" 781, Pacific ocean—north-west sheet.
" 2483, Atlantic and Indian oceans, &c.
" 2683, Pacific ocean.

Publication.—Japan Pilot, 1914, pages 63, 64.

Authority.—Tokyo Notice No. 177 of 1922. (H. 3676-22.).

P. G. GLANVILLE, COMMANDER, R.I.M.,
Deputy Port Officer of Calcutta.



The Calcutta Gazette

WEDNESDAY, AUGUST 30, 1922.

PART IV.

Bills introduced in the Bengal Legislative Council, Reports of Select Committees presented or to be presented in that Council, and Bills published before introduction in that Council.

GOVERNMENT OF BENGAL.

LEGISLATIVE DEPARTMENT.

NOTIFICATION.

No. 3160L, dated Calcutta, the 28th August, 1922.—The following Bill was introduced in the Bengal Legislative Council on the 23rd August, 1922, and is hereby published for information, together with Statement of Objects and Reasons annexed thereto :—

THE BENGAL EXCISE (AMENDMENT) BILL, 1922.

A

BILL

further to amend the Bengal Excise Act, 1909.

WHEREAS it is expedient further to amend the Bengal Excise Act, 1909, in the manner hereinafter appearing;

Ben. Act V
of 1909.

It is hereby enacted as follows :—

Short title.

1. This Act may be called the Bengal Excise (Amendment) Act, 1922.

Amendment of
sec. 51 of Bengal
Act V of 1909.

2. In clause (c) of sub-section (1) of section 51 of the Bengal Excise Act, 1909, for the words "fourteen years" the words "sixteen years" shall be substituted.

Ben. Act V
of 1909.

STATEMENT OF OBJECTS AND REASONS.

THE sale of any spirit or intoxicating drug to children under the age of fourteen years is already forbidden by section 51 of the Bengal Excise Act, 1909. The object of the Bill is to raise such age-limit to sixteen years.

SYED NAWAB ALY,

Minister in charge.

C. TINDALL,

*Secretary to the Government of Bengal
and Secretary to the Bengal Legislative Council.*

CALCUTTA:

The 4th July, 1922.



The Calcutta Gazette

WEDNESDAY, SEPTEMBER 6, 1922.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are republished for general information.

P. G. GLANVILLE, COMMANDER, R.I.M.,
Deputy Port Officer of Calcutta.

H. E. SPRY,
Secretary to the Government of Bengal, Marine Department (offg.).

CALCUTTA, the 25th August 1922.

AUSTRALIA, EAST COAST—QUEENSLAND.

Cleveland Bay Approach, Bay Rock Light—Obscured Sector discontinued.

No. 347 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1088 of 1922), are republished :—

Position.—At entrance to West channel.

Lat. $19^{\circ} 07'$ S., long. $146^{\circ} 45'$ E. (*approx.*).

Details.—The obscured sector between the bearings 071° and 085° , over Burdekin rock, has been discontinued and is to be erased from the charts accordingly.

Note.—The light now shows *group flashing white* over Burdekin rock.

In other respects the light is unaltered.

Charts affected.—No. 1102, Cleveland bay.

„ 2349, Magnetic island to Double point.

„ 348, Whitsunday island to Magnetic island.

Publications.—List of Lights, Part VI, 1922, No. 2710.

Australia Pilot, Vol. IV, 1917, page 163.

Authority.—Melbourne, Department of Trade and Customs, Notice No. 4 of 1922. (H. 3884-22.)

JAPAN—HONSHU, EAST COAST.

Shiriya-Saki Anchorage—Amendments to Chart.

No. 348 (*first publication*).—The following particulars, etc., relative to the above issued by the British Admiralty (No. 1089 of 1922), are republished:—

Position.—Ataka shima, lat. $41^{\circ} 24'$ N., long. $141^{\circ} 28'$ E. (*approx.*).

Details.—General amendments to the chart with regard to the coastline and rocks in the vicinity of Ataka shima are shown on the accompanying reproduction of a portion of the undermentioned plan on chart No. 208.

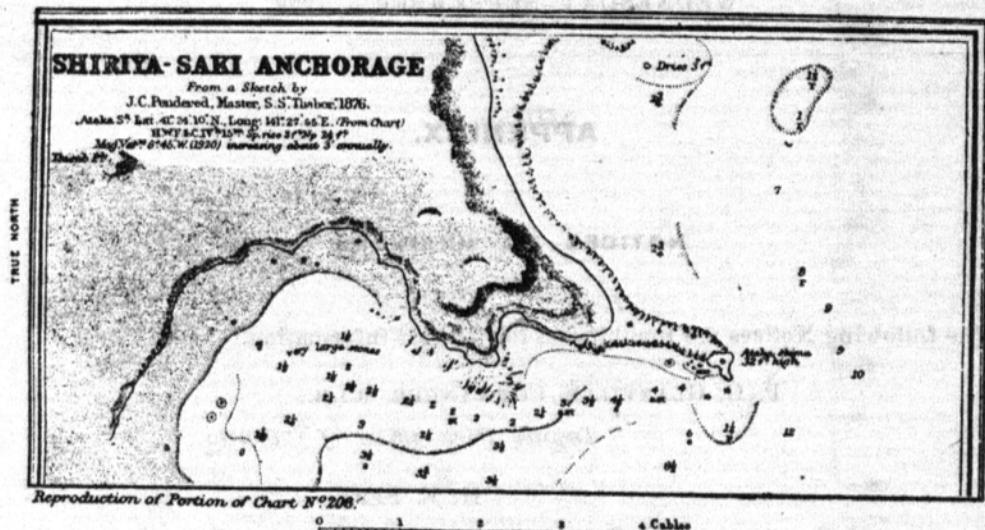
Remarks.—The symbol for a rock with a depth of less than 6 feet ($1^{\text{m}}8$) is to be inserted in lat. $41^{\circ} 24' 40''$ N., long. $141^{\circ} 28' 10''$ E. on chart No. 2441.

Charts affected.—No. 208, Plan of Shiriya-saki anchorage.

" 2441, Tsugaru Kaikyo.

Publication.—Japan Pilot, 1914, pages 255, 675.

Authority.—Tokyo Notice No. 156 of 1922. (H. 3169-22.)



AUSTRALIA, NORTH COAST.

Port Darwin—Quarantine Anchorage.

No. 349 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1098 of 1922), are republished:—

Position.—Fort point lighthouse, lat. $12^{\circ} 28'$ S., long. $130^{\circ} 51'$ E. (*approx.*).

(1) The quarantine anchorage, southward of Fort hill, Port Darwin, is comprised within the following limits:—

- (a) On the east by a line drawn from Fort point in a 116° direction to meet the eastern extremity of limit (d) given below.
- (b) On the north by a line drawn from Fort point in a 243° direction to meet the western extremity of limit (c).
- (c) On the south by a line drawn from the centre of Swire's bluff in a 072° direction to meet the eastern extremity of limit (a).
- (d) On the west by a line drawn from Emery point in a 143° direction intersecting line (b) as the northern limit and intersecting line (c) as the southern limit.

(2) Vessels subject to quarantine must not approach within a distance of 2 cables from the shore.

(3) Vessels of not more than 50 tons, subject to quarantine, may anchor within a radius of three-quarters of a mile from Fort point to the southward of lines drawn from Fort point to Swire's bluff and Fort point to North Shell island, but must not approach within a distance of 2 cables from the shore.

Chart affected.—No. 925, Port Darwin.

Publication.—Australia Pilot, Vol. V, 1914, page 118.

Authority.—Commonwealth of Australia Gazette, dated 4th May 1922. (H. 8974-22.)

EASTERN ARCHIPELAGO—SAVU ISLAND.

(1) *Seba—Alteration in Character of Light,*(2) *Kali Menia—Light established.*

No. 350 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1099 of 1922), are republished :—

(1) **Seba.**

Position.—At a distance of about one cable south-westward from the entrance to River Moba.

Lat. $10^{\circ} 29' S.$, long. $121^{\circ} 50' E.$ (*approx.*).

New abridged description.—Lt. F. 52 ft. vis. 12 m.

Details.—The group occulting white light has been replaced by a *fixed white light*.

Remarks.—The remaining characteristics are unaltered.

(2) **Kali Menia.**

Position.—On the north-west coast of Savu island.

Lat. $10^{\circ} 25' 55'' S.$, long. $121^{\circ} 52' 11'' E.$, on chart No. 475.

Abridged description.—Lt. F. R. vis. 12 m.

Characteristics :

Character.—Fixed red.

Visibility.—12 miles.

Remarks.—Further particulars are not stated.

Charts affected.—No. 2468, Plan of Seba road. (1).

„ 475, North-west coast of Australia.

„ 942a, Eastern archipelago—sheet 3.

„ 2759a, Australia—northern portion.

Publications.—List of Lights, Part VI, 1922, Nos. 947, 946a.

Eastern Archipelago Pilot, Part II, 1913, page 295.

Authority.—Hague Notices Nos. 848 and 1256 of 1922. (H. 2713-22.)

JAVA, NORTH COAST—CHIASEM BAY.

Muara Chilamaya—Light established.

No. 351 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1100 of 1922), are republished :—

Position.—At a distance of about 9 miles westward from Pamanukan point, on the western bank of the mouth of Chi Lamaya river.

Lat. $6^{\circ} 13' 25'' S.$, long. $107^{\circ} 36' 45'' E.$ (*approx.*).

Abridged description.—Lt. F. 37 ft., vis. 6 m.

Characteristics :

Character.—Fixed white.

Elevation.—37 feet (11^m3).

Visibility.—6 miles.

Structure.—White iron framework 33 feet (10^m1) in height.

Charts affected.—No. 1653, Island of Java—western portion.

„ 941a, Eastern archipelago—sheet 1.

Publications.—List of Lights, Part VI, 1922, No. 885a.

Eastern Archipelago Pilot, Part II, 1913, page 105.

Authority.—Hague Notice No. 1253 of 1922. (H. 4013-22.)

CHINA SEA, TONG KING GULF—HAIPHONG APPROACHES.

Kua Nam Trieu—Alterations in Leading Lights and Buoyage.

No. 352.—(*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1109 of 1922), are republished :—

(1) **Leading lights :**

(a) **Front leading light :**

Position.—At a distance of about 1½ miles south-westward from the south-west extremity of Ngieu Fong island.

Lat. $20^{\circ} 46' N.$, long. $106^{\circ} 50' E.$ (*approx.*).

New abridged description.—2 Lts. F. R. 27 & 22 ft., vis. 7 m.

Details.—The fixed red light formerly exhibited in the above position has been replaced by two lights having the undermentioned characteristics:—

Character.—Two fixed vertical red lights.

Elevation.—27 feet (8^m2) and 22 feet (6^m7) respectively.

Visibility.—7 miles, upper light from 138° through south to 023°; lower light from 298° to 308°.

(b) Rear leading light:

New position.—At a distance of about half a cable southward from former position and 14·75 cables 303° from front light.

New abridged description.—Lt. F. 78 ft., vis. 12 m.

Characteristics:

Character.—Fixed white.

Elevation.—78 feet (23^m8).

Visibility.—12 miles, from 288° to 318°.

Remarks.—The leading lights in line bearing 303° lead across the outer bar.

(2) Buoyage:

(a) Outer bar light-buoy:

Position.—At a distance of about 6·4 miles south-eastward from front leading light (1) (a).

Lat. 20° 42' N., long. 106° 56' E. (approx.).

Details.—The fixed red light on this light-buoy has been replaced by a flashing white light.

Remarks.—"No. 2" is to be inserted against the above light-buoy on the chart.

(b) Outer bar ; buoys withdrawn:

Approximate Position.

Description.

Distance and bearing from front leading light.

4·9 miles	122°	...	...	Red conical (triangular topmark).
3·7 "	119°	...	...	" " "
2·3 "	118°	...	...	" " "

(c) Outer bar ; buoys established:

Position.

Description.

Distance and bearing from front leading light.

5·50 miles	122°	...	...	No. 4 Red spar.
4·61 "	122°	...	...	6 " "
3·73 "	122°	...	...	8 " "
2·83 "	122°	...	...	10 " "
2·01 "	122°	...	...	12 " "

Remarks.—The above line of buoys Nos. 4, 6, 8, 10, 12, lies close north-eastward of and approximately parallel to the alignment, 303°, of the leading lights.

Charts affected.—No. 775, Approaches to Haiphong.

", 1965, Kna lakh to Kao tao islands.

", 2062, Tong King gulf.

Publications.—List of Lights, Part VI, 1922, Nos. 1450, 1451.

China Sea Pilot, Vol. III, 1912, pages 276, 277, 278.

Authority.—Paris Notice No. 756 of 1922. (H. 3769-22.)

CHINA SEA—TONG KING GULF, NORTHERN PORTION.

(1) *Kao Tao Islands—Amendments to Charts with regard to Shoals and Depths.*

(2) *Lo Shu Shan—Rock, north-westward of.*

(3) *Marble rock—Shoal, eastward of.*

No. 353 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1119 of 1922), are republished:—

(1) **Kao Tao Islands.**

Position.—Sha Pak Wan, 552 feet (168^m2) summit.

Lat. 21° 00' N., long. 107° 43' E. (approx.).

Details.—The accompanying reproductions of portions of charts Nos. 776, 1965, 1169, 2062 and 2661a, show the necessary amendments to the charts with regard to shoals and depths in the vicinity of, and to the westward of the Kao Tao islands. The depth on Hugon rock at the southern end of Sanglier island is one fathom ($1^{\text{m}}8$), and not $1\frac{1}{2}$ fathoms as hitherto shown on the charts.

(2) Lo Shiu Shan.

Position.—At a distance of about one mile northward from Rat point, Lo Shiu Shan.

Lat. $21^{\circ} 15' 18''$ N., long. $107^{\circ} 55' 33''$ E., on chart No. 776.

Depth.— $1\frac{1}{2}$ fathoms ($2^{\text{m}}7$), rock.

(3) Marble Rock.

Position.—In Little kuai shin mun, in the approach to Kua Mo and about one cable eastward from Marble rock.

Lat. $21^{\circ} 12' 55''$ N., long. $107^{\circ} 38' 50''$ E., on chart No. 776.

Depth.— $1\frac{1}{2}$ fathoms ($2^{\text{m}}7$).

Charts affected.—No. 776, Tsieng mun to Tra ko island.

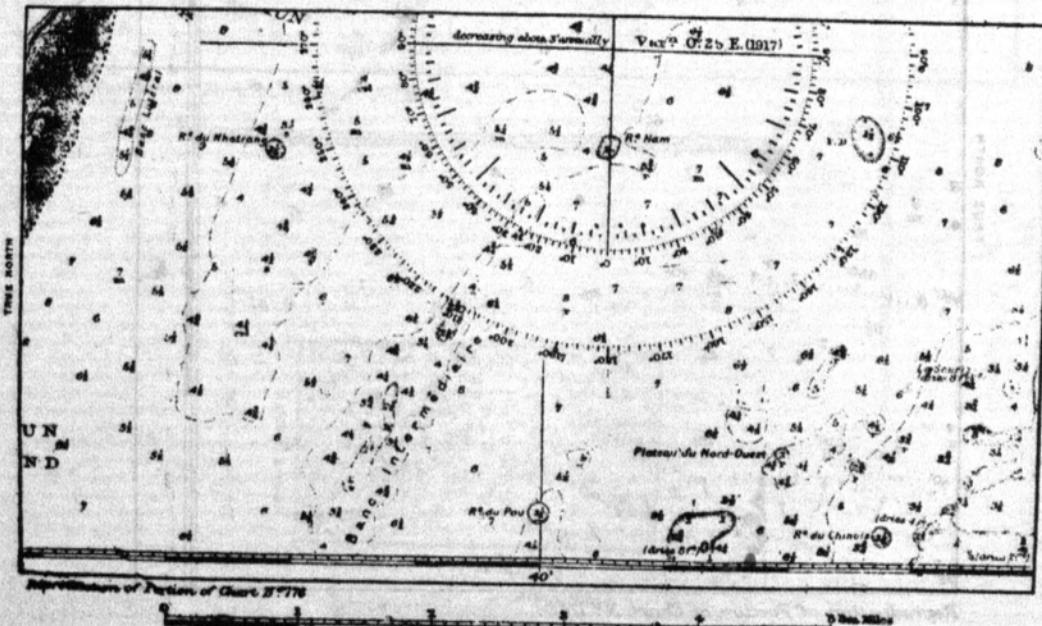
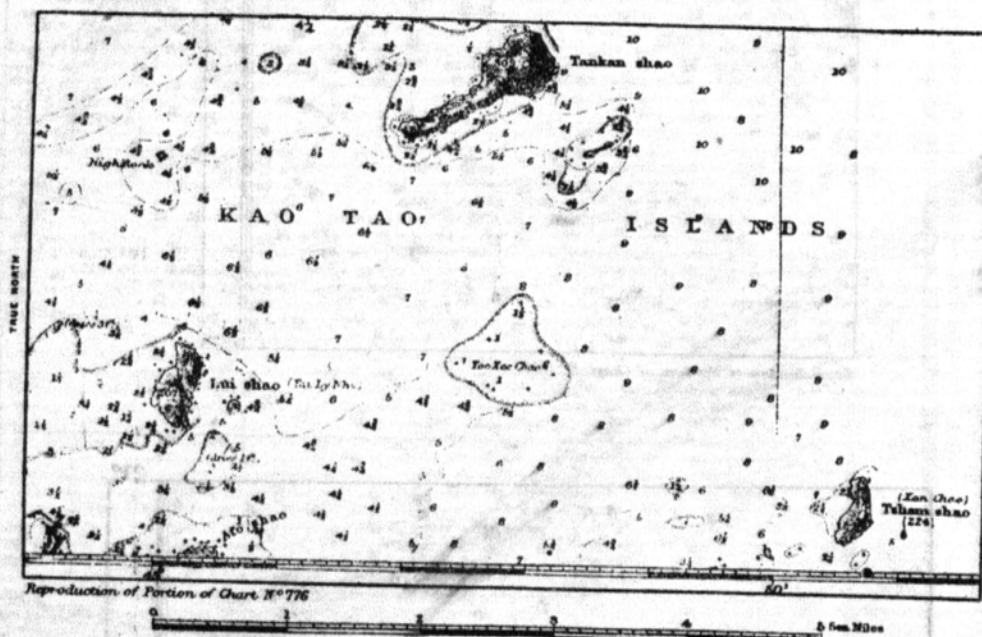
" 1169, Approaches to Port Courbet, &c. (1).

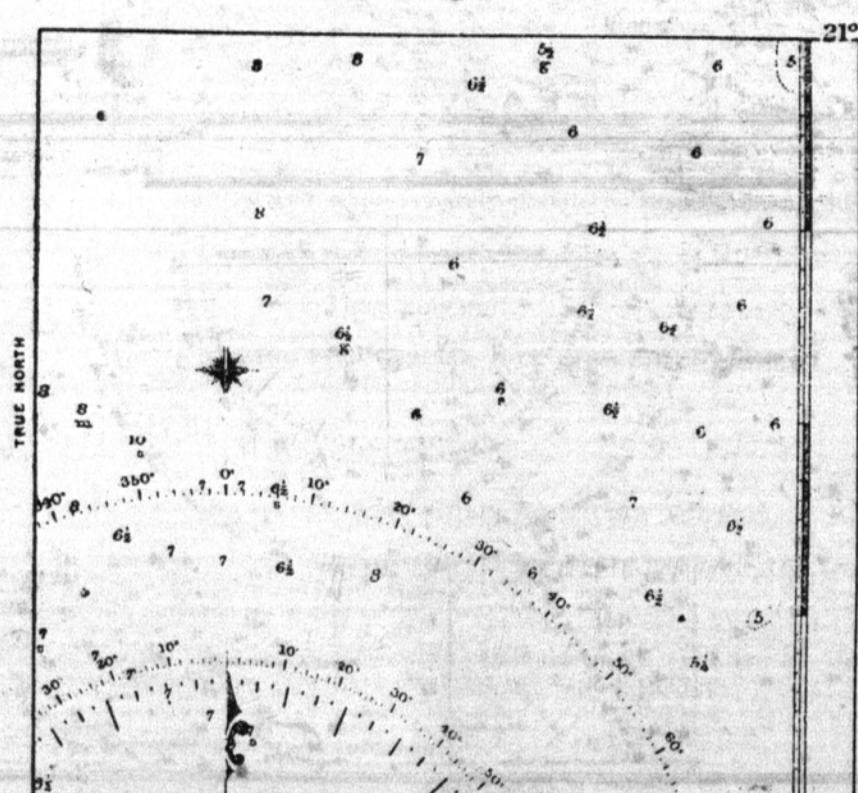
" 1965, Kua lakh to Kao tao islands.

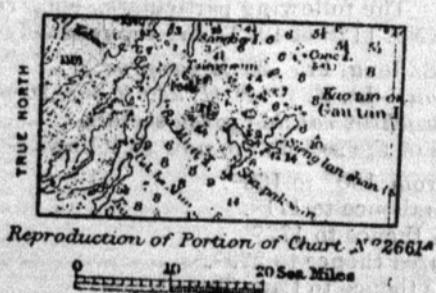
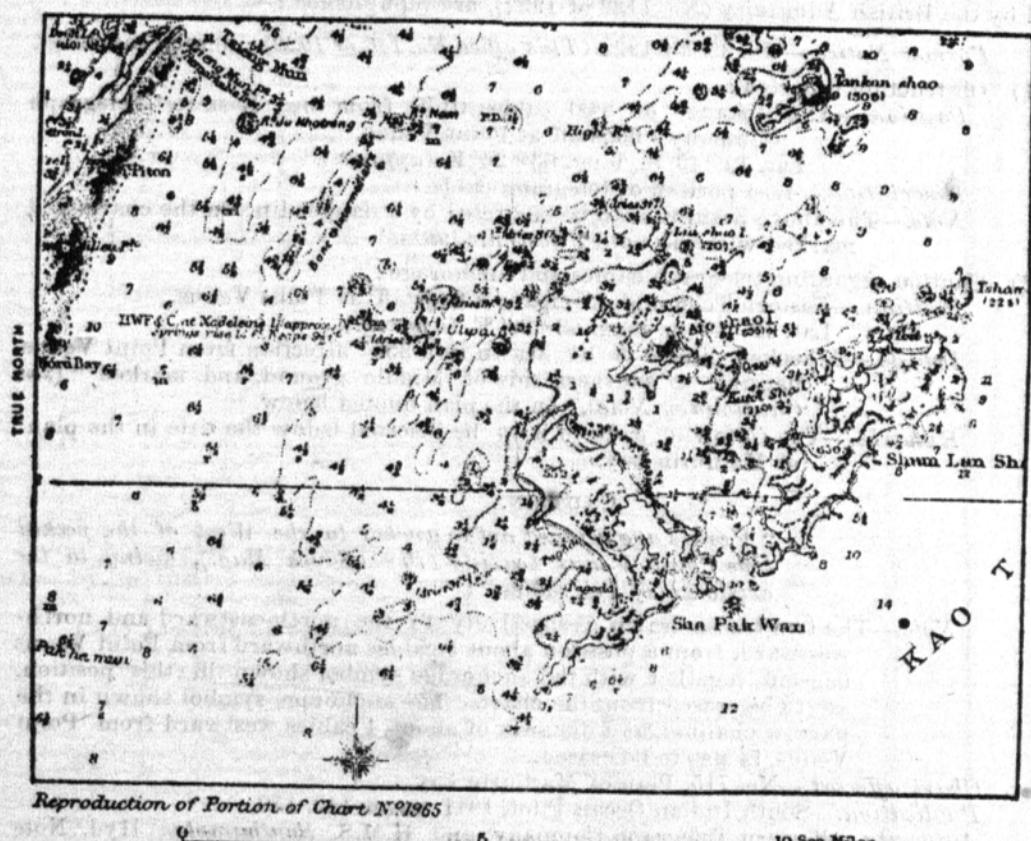
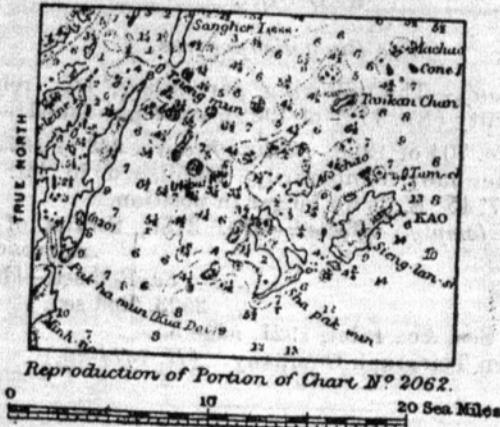
" 2062, Tong king gulf. (1).

" 2661a, China sea, northern portion—western sheet. (1).

Publication.—China Sea Pilot, Vol. III, 1912, pages 298, 299, 300.
Authority.—French Government Charts. (H. 3196-22.)







RED SEA.

Cable Buoy disappeared.

No. 354 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1121 of 1922), are republished:—

Former Notice.—No. 704 of 1922. (*This office No. 248 of 1922*) ; hereby cancelled.

Details.—The cable buoy temporarily established in lat. $13^{\circ} 05' 00''$ N., long. $43^{\circ} 07' 45''$ E., is no longer in position.

Charts which were temply. affected.—No. 3180, Straits of Bab-el-mandeh and approaches.

" 8e, Red sea—sheet V.

" 2523, Red sea.

Publication.—Red Sea, &c., Pilot, 1921, page 35.

Authority.—Eastern Telegraph Company. (H. 1314-22.)

INDIAN OCEAN—RODRIGUEZ ISLAND.

Mathurin Bay—Existence of Obstruction; Caution regarding Telegraph Cables and Anchorage.

No. 355 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1122 of 1922), are republished:—

Former Notice.—No. 358 of 1922 (*This office No. 136 of 1922*) ; hereby cancelled.

(1) *Obstruction reported:*

Position.—At a distance of 8·00 cables 017° from the Eastern Telegraph Company's flagstaff at Point Venus.

Lat. $19^{\circ} 40'$ S., long. $63^{\circ} 26'$ E. (*approx.*).

Description.—Lost portion of telegraph cable.

Note.—The above position is to be encircled by a danger line on the charts and marked with the note "Obstrn. (1921)."

(2) *Caution regarding telegraph cables and anchorage:*

Position.—Eastern Telegraph Company's flagstaff at Point Venus.

Lat. $19^{\circ} 40'$ S., long. $63^{\circ} 26'$ E. (*approx.*).

Details.—A pecked line is to be drawn in a 356° direction from Point Venus flagstaff to southern side of Middle ground, and marked " (see Cautionary Note)," on the plan quoted below.

Remarks.—The following caution is to be inserted below the title in the plan of Mathurin bay.

CAUTION.

" *Vessels are warned not to anchor to the West of the pecked line Point Venus bearing 170° (South Mag.), owing to the existence of Tel. cables.*"

Note.—The two tracks drawn respectively to the north-eastward and north-westward, from a position about 5 cables northward from Point Venus flagstaff, together with the anchorage symbol shown in this position, are to be erased from the chart. The anchorage symbol shown in the narrow channel, at a distance of about 4 cables westward from Point Venus, is also to be erased.

Chart affected.—No. 715, Plan of Mathurin bay.

Publication.—South Indian Ocean Pilot, 1911, pages 149, 150.

Authority.—Eastern Telegraph Company and H.M.S. Southampton Hyd. Note No. 1 of 1922. (H. 3329-22.)

AUSTRALIA—QUEENSLAND.

Archer Point Light—Amended Sectors.

No. 356 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1128 of 1922), are republished:—

Position.—Lat. $15^{\circ} 36'$ S., long. $145^{\circ} 20'$ E. (*approx.*).

New abridged description.—Lt. F. W. R. G. 240 ft. vis. 20 m.

Character.—Fixed, with white, red and green sectors.

Alteration.—The limits of the sectors are now as follows:—

Red from 160° to 166° .

White thence to 171° .

Green thence to 177° .

Obscured thence to 229° .

White thence to Cape Tribulation.

Note.—The eastern edge of green light now intersects Dee reef at the position of the black square beacon, and not at the western edge of Dee reef as stated in the Admiralty List of Lights.

Charts affected.—No. 2923, Hope islands to Turtle group.

" 2764, Coral sea and Great Barrier reefs—sheet 2.

Publications.—List of Lights, Part VI, 1922, No. 2739.

Australia Pilot, Vol. IV, 1917, page 213.

Authority.—The Director of Lighthouses, Melbourne. (H. 8049-19.)

SOUTH AUSTRALIA—SPENCER GULF.

Port Lincoln Township—Alteration in Character of Light.

No. 357 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1130 of 1922), are republished :—

Position.—On the outer end of the western (town) jetty at Port Lincoln township.

Lat. $34^{\circ} 43'$ S., long. $135^{\circ} 52'$ E. (*approx.*).

New abridged description.—Lt. Fl. 14 ft., vis. 5 m. (U).

Details.—The fixed red light has been replaced by a *flashing white* light every half second.

Elevation.—14 feet (4 m 3).

Visibility.—5 miles.

Structure.—Iron tower, painted white.

Remarks.—The light is unwatched.

Charts affected.—No. 784, Port Lincoln.

" 2389, St. Vincent and Spencer gulfs.

" 1061, Cape Catastrophe to the Great Australian bight.

Publications.—List of lights, Part VI, 1922, No. 2313.

Australia Pilot, Vol. I, 1918, page 164.

Authority.—Adelaide Notice No. 1023 of 1922. (H. 4248-22.)

JAPAN, HONSHU—KII CHANNEL.]

Tanabe Wan—Leading lights and light established.

No. 358 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1141 of 1922), are republished :—

(1) Leading lights established :

(a) Front light :

Position.—On the outer end of Tanabe pier on the east side of entrance to Aizu Gawa and at a distance of 0·90 of a cable 254° from storm signal station flagstaff.

Lat. $33^{\circ} 43'$ N., long. $135^{\circ} 22'$ E., (*approx.*).

(b) Rear light :

Position.—At a distance of 0·60 of a cable 067° from front light.

Abridged description.—Lt. F., in each case.

Character.—*Fixed white* in each case.

(2) Light established :

Position.—On Tatedohotoke iwa, at a distance of 1·40 cables 166° from the 88 feet (26 m 8) Δ of Saita yama.

Lat. $33^{\circ} 43'$ N., long. $135^{\circ} 21'$ E. (*approx.*).

Abridged description.—Lt. F. R.

Character.—*Fixed red*.

Charts affected.—No. 1945, Tanabe wan.

" 951, Osaki wan to Owashi wan.

" 2875, Naikai (Seto uchi) or Inland Sea.

Publications.—List of Lights, Part VI, 1922, Nos. 2007a and b.

Japan Pilot, 1914, pages 125, 126.

Authority.—Tokyo Notice No. 194 of 1922. (H. 3913-22.)

INDIA—WEST COAST.

BOMBAY HARBOUR.

Steam Pilot vessel replaced on station.

No. 359 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 67M. of 1922), are republished :—

Former Notice No. 62-M. of 1922. (This Office No. 320 of 1922.)

Position.—Sunk Rock Light House N. (T) Malbar Point & Colaba Point.

Details.—The Steam Pilot Vessel which was temporarily removed has now been replaced on her Station.

Charts affected.—No. 655, Port of Bombay.

“ 2621, Bombay Harbour.

“ 737, Arnala Island to Kundari Island.

Publications.—West Coast of India Pilot, 1919, page 228.

Authority.—The Port Officer, Bombay, 9th August 1922.

PERSIAN GULF—MAKRAN COAST.

Chahbar Bay—Amended Height of Light.

No. 360 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 69M. of 1922), are republished :—

Position.—Lat. $25^{\circ} 16' N.$ } (approx.).
Long. $60^{\circ} 37' E.$ }

Details.—The height of the white fixed light shown from the roof of Chahbar Telegraph Office, is approximately 36 feet above high water and not 10 feet as stated in the undermentioned publication.

Chart affected.—No. 38, Maskat to Karachi.

Publications.—Persian Gulf Pilot, 1915, page 181.

Admiralty List of Lights, Part VI, 1922, No. 293.

Indian List of Lights, 40th issue, 1921, No. 42.

Authority.—The Commanding Officer, H. M. S. “Cyclamen”, dated Colombo, 1st July 1922.

The 19th August 1922.

PERSIAN GULF—EASTERN SHORE.

Bushire, Outer and Inner Anchorage Light Buoys—Alteration in Period of lights and description of Buoys.

No. 343.—(*second publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 64M. of 1922) are republished :—

(1) *Outer Anchorage Light-buoy.*

Position (approx.).—At a distance of about $4\frac{1}{2}$ miles, 262° from British Residency F. S.

Alteration in period.—The white flashing light now shows every thirty-six seconds, thus :—

Light.	Eclipse.
8 Sec.	28 Sec.

New description.—A red can buoy surmounted by a conical cage painted black with a white horizontal band.

(2) *Inner Anchorage Light-buoy.*

Position (approx.).—At a distance of about $2\frac{1}{2}$ miles, 307° from British Residency F. S.

Alteration in period.—The red flashing light now shows every thirty seconds, thus :—

Light.	Eclipse.
6 Sec.	24 Sec.

New description.—A red can buoy surmounted by a conical cage, painted black.

(3) Buoy in the Inner Anchorage.

Position (approx.).—At a distance of about 2½ miles, 337° from British Residency F. S.

Description.—The black buoy moored, northward of Ras-al-Marg, is a small wooden can buoy painted black and surmounted by a 6 feet wooden staff.

Remarks.—There is no flag on the staff, as mentioned on page 25 of Supplement No. 6, 1921, to the Persian Gulf Pilot, 1915.

Charts affected.—No. 27, Bushire (Bushehr).

" 2837b, Persian Gulf, Western Sheet.

Publications.—Persian Gulf Pilot, 1915, page 261; Supplement No. 6 (1921). Indian List of Lights, 40th issue, 1921, Nos. 34-35.

Authority.—The Commanding Officer, H. M. S. "Espiegle" Hyd. Note No. 1, dated 19th July 1922.

ARABIAN SEA—MAKRAN COAST.

Astola Island—Patches of broken water reported south-westward of.

No. 344 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 65M. of 1922), are republished:—

Details.—The Master of the SS. "Bamora" reports that distinct breaks between the outer edge of Webb Bank and Sail Rock were observed on 13th July 1922, at various points. Two other patches were noticed approximately in the following positions:—

(a) Position.—At a distance of about 4 miles, 221° from western tangent of Astola Island.

Lat. 25° 03' N.

Long. 63° 46' E. (approx.).

(b) Position.—At a distance of about 4 miles, 238° from Sail Rock.

Lat. 25° 03' N

Long. 63° 47' E. (approx.).

Caution.—Mariners are advised to give this locality a wide berth.

Chart affected.—No. 38, Maskat to Karachi.

Publication.—Persian Gulf Pilot, Sixth Edition 1915, page 168.

Authority.—Port Officer, Karachi, dated 26th July 1922.

BAY OF BENGAL—INDIA, COROMANDEL COAST.

Madras Harbour—Navigation in.

No. 345 (second publication).—The Presidency Port Officer, Madras, has given Notice (No. 66 of 1922) that a ball will be hoisted at the masthead of the Port Signal Station to indicate that a vessel in the Harbour is "getting under weigh" or "is under weigh", vessels approaching the port should remain clear of the break-water head giving sea-room to the out-going vessel until such time as the Harbour Master assumes control.

Authority.—Deputy Port Conservator, Madras.

INDIA, WEST COAST.

Bombay Floating light-vessel—Replaced in position.

No. 346 (second publication).—

Former Notice.—No. 341 of 1922.

Subject.—The Bombay Floating light-vessel, which was out of position, has now been replaced in her former position.

Position.—Lat. 18° 50' N., long. 72° 44' E.

Charts temporarily affected.—No. 2621, Bombay harbour.

" 737, Arnala island to Kundari island.

" 2736, Gulf of Kutch to Vizia drug.

" 826, Karachi to Vengurla.

Publications.—List of Lights, Part VI, 1922, No. 384.

West Coast of India Pilot, 1919, page 220.

Authority.—Director, R. I. Marine, Bombay, telegram dated 18th August 1922.

The 11th August 1922.

BAY OF BENGAL.

CHITTAGONG COAST.

South Patches light-vessel—Replaced in position.

No. 333-I. (third publication).—

Former Notice.—166-I. of 1922.

Subject.—The South Patches light-vessel, which was removed from her Station on the 28th April 1922, has now been replaced in position.

Position.—Lat. $21^{\circ} 29\frac{1}{2}'$ N., long. $91^{\circ} 37\frac{1}{4}'$ E.

Charts affected.—No. 70, Bay of Bengal.

" 829, Cocanada to Bassein river.

" 859, Matla river to Elephant Point.

Publications.—List of Lights, Part VI, 1922, No. 630.

Bay of Bengal Pilot, 1921, page 326.

Authority.—Port Officer, Chittagong, Telegram dated 10th August 1922.

JAVA, EAST COAST—BALI STRAIT.

Banyuwangi Approaches—Caution regarding Positions of Buoys.

No. 334 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1043 of 1922), are republished :—

Position.—Banyuwangi anchorage, lat. $8^{\circ} 12'$ S., long. $114^{\circ} 24'$ E. (approx.).

Details.—The following cautionary note is to be inserted in the title of the under-mentioned plan on chart No. 3726.

CAUTION.

" The Positions of the Buoys are not to be depended upon."

Chart affected.—No. 3726, Plan of Banyuwangi road.

Publication.—Eastern Archipelago Pilot, Part II, 1913, pages 156, 157.

Authority.—Master of the SS. *Priam.* (H. 3543-22.)

NEW ZEALAND—NORTH ISLAND.

Wellington W-T Station—Alteration in time Signals.

No. 335 (*third publication*).—The following particulars, etc., relative to the above issued by the British Admiralty (No. 1045 of 1922), are republished :—

Position.—Wellington W-T station, lat. $41^{\circ} 16' S.$, long $174^{\circ} 46' E.$ (*approx.*).

Call signal.—VLW.

Wave length.—600 metres.

DETAILS.

In addition to the bi-weekly wireless time-signals transmitted at $21^{\text{h}} 00^{\text{m}} 00^{\text{s}}$ G.M.T. (astronomical) (Mondays and Thursdays), particulars of which have already been published, the undermentioned time-signals are transmitted daily except on Saturdays, G.M.T. (Sundays, New Zealand Standard Time), and New Zealand Government holidays.

The transmitting key at Wellington W-T station is automatically operated by the Standard Time clock of the Hector Observatory, lat. $41^{\circ} 17' 03.8'' S.$, long. $174^{\circ} 4' 04.0'' E.$

The first time-signal is at $11^{\text{h}} 00^{\text{m}} 00^{\text{s}}$ G.M.T. (astronomical) corresponding to $22^{\text{h}} 30^{\text{m}} 00^{\text{s}}$ New Zealand Standard time; and is repeated at the 1st, 2nd, 4th, and 5th minutes. There is no signal at $11^{\text{h}} 03^{\text{m}} 00^{\text{s}}$.

Each time-signal, represented by a dash, commences exactly at the beginning of the minute and lasts for *one second* approximately.

The signals are transmitted in the following manner :—

G. M. T. (Astronomical).						NATURE OF SIGNAL.	
h.	m.	s.	to	h.	m	s.	
10	58	00	"	10	59	05	New Zealand Observatory time signals eleven hours G.M.T.
10	59	10	"	10	59	50	— — — • — — — • — — — • etc.
11	00	00	"	11	00	01	— — Time signal. — — — — — — — — etc.
11	00	12	"	11	00	50	— — — — — — — — — — — — — — etc.
11	01	00	"	11	01	01	— — Time signal. — — — — — — — — etc.
11	01	13	"	11	01	50	— — — — — — — — — — — — — — etc.
11	02	00	"	11	02	01	— — Time signal. — — — — — — — — etc.
11	02	14	"	11	03	50	— — — — — — — — — — — — — — etc.
11	04	00	"	11	04	01	— — Time signal. — — — — — — — — etc.
11	04	09	"	11	04	50	— — — — — — — — — — — — — — etc.
11	05	00	"	11	05	01	— — Time signal. — — — — — — — — etc.

Note.—The signals other than the actual time-signals are transmitted by hand.

Publication.—Admiralty list of Wireless Signals, 1922, No. 4057.

Authority.—Hector Observatory Bulletin No. 45. (H. 3453-22.)

NEW GUINEA, SOUTH-EASTERN PORTION—LOUISIADA ARCHIPELAGO.

Cape Deliverance—Shoal reported south-eastward of.

No. 336 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1064 of 1922), are republished :—

Position.—At a distance of approximately 30 miles 113° from Adèle islet, Lat. $11^{\circ} 39' S.$, long. $154^{\circ} 53' E.$ (*approx.*).

Details.—The SS. *Genchu Maru* is reported to have observed a breaking shoal about one mile in extent in the above position. The depth was not ascertained.

Note.—The position on the charts is to be encircled by a danger line with the note “(P. A.) Shoal rep⁴. (1922).”

Charts affected.—No. 2764, Coral sea and Great Barrier reefs.

“ 780, Pacific ocean, south-west sheet.

Publication.—Pacific Islands Pilot, Vol. I, 1921, page 207.

Authority.—Tokyo Notice No. 189 of 1922. (H. 3681-22.)

JAPAN—KYUSHU, GOTO ISLANDS.

Shiro Se—Information with regard to Rocks and Depths northward of.

No. 337 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1068 of 1922), are republished:—

Position.—Shiro se, lat. $33^{\circ} 11' N.$, long. $128^{\circ} 48' E.$ (approx.).

Details.—The amended depth on Shaku shi iwa, together with several depths northward of Shiro se are shown on the accompanying reproduction of a portion of chart No. 359.

The rock, the existence of which was doubtful, reported in the year 1914 about $1\frac{1}{2}$ miles northward of Shiro se lighthouse, does not exist and is therefore omitted from the reproduction.

Charts affected.—No. 359, Nagasaki to Karatsu, with the Goto islands.

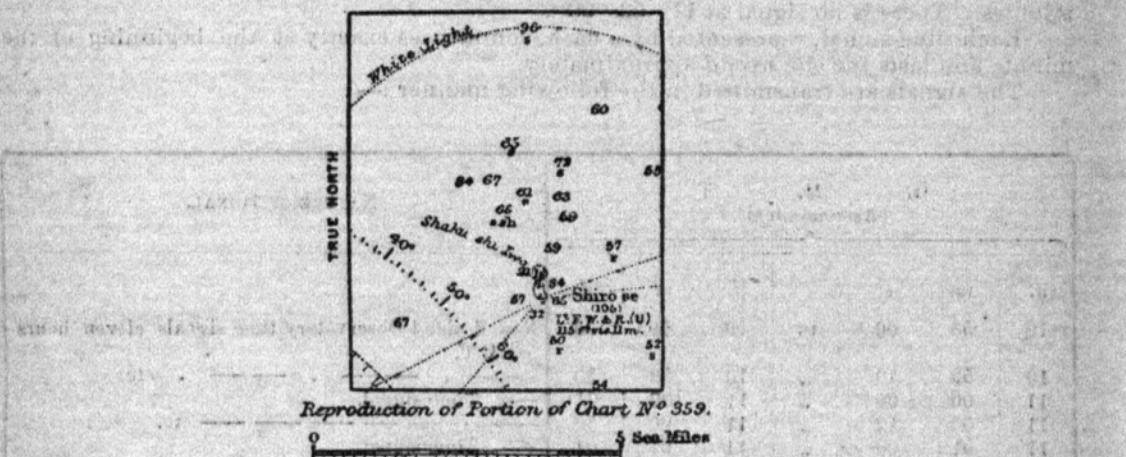
“ 358, Western coasts of Kyushu and Honshū.

“ 104, Korean archipelago, southern portion.

“ 3480, Shantung promontory to Nagasaki.

Publication.—Japan Pilot, 1914, page 499; Supplement No. 5, 1921.

Authority.—Tokyo Notice No. 107 of 1922. (H. 2761-22.)



SOUTH AUSTRALIA—SPENCER GULF.

Cape Burr—Buoy south-eastward of, disappeared.

No. 388 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1076 of 1922), are republished:—

Position.—At a distance of about half a mile south-eastward from Cape Burr.

Lat. $34^{\circ} 08' S.$, long. $136^{\circ} 21' E.$ (approx.).

Details.—The black can buoy, formerly marking the eastern edge of the rock in the above position, has disappeared and will not be replaced.

Chart affected.—No. 2389, St. Vincent and Spencer gulfs.

Publication.—Australia Pilot, Vol. I, 1918, page 177.

Authority.—Australia Hydrographer. (H. 3755-22.)

NEW ZEALAND, NORTH ISLAND—BAY OF ENTY.

Alderman Islands—Rock north-eastward of.

No. 389 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1077 of 1922), are republished:—

Position.—At a distance of 4 cables 068° from the northern extremity of the north-easternmost Alderman island.

Lat. $36^{\circ} 56' 36'' S.$, long $176^{\circ} 06' 25'' E.$, on chart No. 3332.

Description.—A rock which dries 2 feet ($0^m 6$).

Charts affected.—No. 3332, Mercury bay to Town point.

“ 2543, Maunganui bluff to Manukau harbour, &c.

Publication.—New Zealand Pilot, 1919, page 234.

Authority.—Wellington Notice No. 28 of 1922. (H. 1622-22.)

CHINA, EAST COAST.

Chimmo (Chimho) bay and Chinchu (Chuanchow) harbour—Unofficial lights in operation.

No. 340 (*third publication*).—The Coast Inspector, Shanghai, has given Notice (No. 756 of 1922) that unofficial lights are reported to be in operation at the undermentioned points on the coast:—

Chimmo (Chimho) Bay.

A fixed white light, situated on the headland close northward of the village of Chimmo (Chimho), southern side of Chimmo (Chimho) Bay, its approximate position being—

Latitude	...	...	...	...	24° 37' 30" N.
Longitude	...	...	...	...	118° 40' 00" E.

British Admiralty Charts Nos. 1959 and 1760.

Chinchu (Chuanchow) Harbour.

A fixed white light, situated on the wall of the town of Tongbu (Chungwu), on the northern side of the approach to Chinchu (Chuanchow) Harbour, its approximate position being—

Latitude	...	...	...	...	24° 52' 45" N.
Longitude	...	...	...	...	118° 55' 30" E.

British Admiralty Chart No. 1760.

The above lights are maintained for the benefit of junk traders and are unreliable.

INDIA, WEST COAST.

Bombay Floating light-vessel—Out of position.

No. 341 (*third publication*).—

Subject.—The Bombay Floating light-vessel is out of position and will be replaced when possible.

Position.—Lat. 18° 50' N., long. 72° 44' E.

Caution.—Vessels entering the Bombay harbour should keep at least one and half miles south of the light-vessel and then steer to pass south-east of the Prongs Aga light-buoy as usual one mile off.

Charts temporarily affected.—No. 2621, Bombay harbour.

" 737, Arnala island to Kundari island.
" 2736, Gulf of Kutch to Vizadrug.
" 826, Karachi to Vengurla.

Publications.—List of Lights, Part VI, 1922, No. 384.

West Coast of India Pilot, 1919, page 220.

Authority.—Director of the Royal Indian Marine, Bombay, telegram, dated 5th August 1922.

BAY OF BENGAL.

ORISSA COAST, DHAMRA RIVER ENTRANCE.

Shortts Island—Present light not exhibited; Light shown from a post fixed on old gas light.

No. 342-I. (*third publication*).—

Subject.—Owing to the flagstaff on Shortts Island from which the light was shown having been washed away, a light is at present shown on an ordinary post, fixed on the old gas light, at a height of 40 feet above sea level.

Position.—Lat. 20° 46½' N., long. 87° 03½' E. (*Approximate*).

Character.—Fixed white.

Visibility.—Six miles.

Charts affected.—No. 70, Bay of Bengal.

" 829, Cocanada to Bassein river.
" 814, The Sandheads—False Point to Matla river.
" 754, Dhamra river.

Publications.—List of Lights, Part VI, 1922, No. 601.

Bay of Bengal Pilot, 1921, page 277.

Authority.—Port Officer, Chandbali, letter No. 669P., dated the 9th August 1922.

P. G. GLANVILLE, COMMANDER, R.I.M.,
Deputy Port Officer of Calcutta.



The Calcutta Gazette

WEDNESDAY, SEPTEMBER 13, 1922.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are republished for general information.

P. G. GLANVILLE, COMMANDER, R.I.M.,

Deputy Port Officer of Calcutta.

H. E. SPRY,

Secretary to the Government of Bengal, Marine Department (offg.).

CALCUTTA, the 1st September 1922.

SOUTH AUSTRALIA—SPENCER GULF.

Wallaroo Bay—Light established; Buoy withdrawn.

No. 361 (first publication) The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1152 of 1922), are republished:—

(a) Light established:

*Position.—On the south-western edge of the western end of Moonta shoal at a distance of 2·10 miles 315° from the flashing white and red light on the outer end of the western jetty at Wallaroo.
Lat. 33°54'S., long. 137°35'E. (approx.).*

Abridged description.—Lt. Fl. 23 ft., vis. 9 m. (U).

Characteristics :

Character.—Flashing white every half second.

Elevation.—23 feet (7m0).

Visibility.—9 miles.

Structure.—White framework tower on piles.

Remarks.—The light is unwatched.

(b) Buoy withdrawn:

Position.—On the south-eastern edge of Moonta shoal.

Description.—A red perch buoy, with staff and ball.

Charts affected.—No. 402, Tickera point to Cape Elizabeth.

2389, St. Vincent and Spencer gulfs.

Publications.—List of Lights., Part VI, 1922, No. 2324a.

Australia Pilot, Vol. I, 1918, pages 212, 213.

Authority.—Adelaide Notices Nos. 1 and 5 of 1922. (H. 4296-22.)

BORNEO, SOUTH COAST.

Barito River Entrance—Light-Vessel replaced by Light-Buoy.

No. 362 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1153 of 1922), are republished :—

Former Notice.—No. 622 of 1922. (*This Office No. 228 of 1922.*)

Position.—On the outer bar at a distance of about 6 miles southward from Tanjong Burung.

Lat. $3^{\circ} 39'$ S., long. $114^{\circ} 29'$ E. (*approx.*).

Details.—The light-vessel exhibiting an occulting white light has been replaced by a light-buoy, painted white, exhibiting an *occulting white* light *every six seconds*, thus :

<u>Light,</u>	<u>eclipse,</u>
3 sec.	3 sec.

Charts affected.—No. 3029, Tanjung Selatan to Tanjung Malatayur.
„ 94lb, Eastern archipelago—sheet 2.

Publications.—List of Lights, Part VI, 1922, No. 1080.

Eastern Archipelago Pilot, Part II, 1913, page 333 ;
Supplement No. 5, 1921.

Authority.—Hague Notice No. I254 of 1922. (*H. 4014-22.*)

SOUTH AFRICA—NATAL DURBAN.

Cape Natal—Intended Alteration in Character of Light.

No. 363 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1159 of 1922), are republished :—

Date of alteration.—During July 1922.

Position.—Near the north-eastern extremity of The Bluff.

Lat. $29^{\circ} 53'$ S., long. $31^{\circ} 04'$ E. (*approx.*).

New abridged description.—Lt. Gp. Fl. (3) ev. 20 sec., 282 ft., vis. 24 m.

Details.—The flashing white light (shown as a revolving white light on some copies of the charts) will be replaced by a *group flashing white* light showing *three flashes every twenty seconds*. During the period alterations are in progress a small temporary *flashing white* light *every five seconds*, will be exhibited from the top of the dome of the lighthouse.

Power.—150,000 candles (*approx.*).

Remarks.—The remaining characteristics will be unaltered.

Charts affected.—No. 2908, Durban.

„ 643, Durban and approaches.

„ 2088, Umtamvuna river to Tugela river.

„ 2095, Hondeklip bay to Port Natal.

„ 748a, Indian ocean—southern portion.

Publications.—List of Lights, Part VI, 1922, No. 48.

Africa Pilot, Part III, 1915, page 168.

Authority.—Johannesburg Notice No. 362 of 1922. (*H. 4186-22.*)

CHINA SEA—FORMOSA.

Bashi Channel—North Bashi Rocks to be erased from Chart.

No. 364 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1161 of 1922), are republished :—

Former Notice.—No. 1995 of 1921. (*This Office No. 8 of 1922.*)

Position.—Lat. $21^{\circ} 12'$ N., long. $122^{\circ} 06'$ E. (*approx.*).

Remarks.—North Bashi rocks, which do not exist, are to be erased from the above position on chart No. 781.

Chart affected.—No. 781, Pacific ocean—north-west sheet.

Authority.—Hydrographic Department. (*H. 4469-22.*)

PHILIPPINE ISLANDS—LUZON, MANILA BAY.

La Monja—Light to be inserted on Chart.

No. 365 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1162 of 1922), are republished :—

Former Notice.—No. 388 of 1922. (*This Office No. 155 of 1922.*)

Position.—Lat. $14^{\circ} 23'$ N., long. $120^{\circ} 31'$ E. (*approx.*).

Abridged description.—Lt. Gp. Fl. (2) *R. ev. 5 sec.*

Remarks.—This light is to be inserted in the above position on chart No. 2577.

Chart affected.—No. 2577, Philippine islands between San Bernardino and Mindoro straits.

Authority.—Hydrographic Department. (H. 4469-22)

JAPAN, KOREA STRAIT—TSU SIMA.

Ko Zaki Lighthouse destroyed—Note to be inserted on Charts.

No. 366 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1166 of 1922), are republished :—

Former Notice.—No. 876 of 1922. (*This Office No. 289 of 1922.*)

Position.—On the southern extremity of Tsu sima.

Lat. $34^{\circ} 05'$ N., long. $129^{\circ} 13'$ E. (*approx.*).

Remarks.—The note “*Destroyed (1922)*,” concerning this lighthouse, is to be inserted against Ko zaki light on charts Nos. 358 and 2347.

Charts affected.—No. 358, Western coasts of Kyushu and Honshū.

“ 2347, Honshū, Kyushu, and Shikoku, &c.

Authority.—Hydrographic Department. (H. 4469-22.)

NORTH PACIFIC OCEAN—LIU KIU ISLANDS.

Okinawa Group—Shoal reported southward of, to be inserted on Charts.

No. 367 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1167 of 1922), are republished :—

Former Notice.—No. 1024 of 1922. (*This Office No. 332 of 1922.*)

Position.—Lat. $25^{\circ} 37'$ N., long. $127^{\circ} 18'$ E (*approx.*).

Depth.—6 fathoms (11^m0).

Remarks.—This shoal, together with the note “(E.D.),” is to be inserted in the above position on charts Nos. 1262 and 1263.

Charts affected.—No. 1262, Hongkong to Gulf of Liau-tung.

“ 1263, China sea.

Authority.—Hydrographic Department. (H. 4469-22.)

RED SEA—EASTERN SHORE.

*(1) Sherm Rabegh—Beacons destroyed.**(2) Sherm Rabegh approaches—Buoy disappeared, Beacons destroyed.**(3) Yenbo approaches—Beacon partially destroyed.*

No. 368 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1171 of 1922), are republished :—

(1) Sherm Rabegh.

(a) Leading beacons destroyed :

Position.—At distances of about 3 cables northward and 6 cables north-eastward respectively from Ras el Muraimik.

Lat. $22^{\circ} 45'$ N., long. $39^{\circ} 00'$ E. (*approx.*).

Description.—Leading beacons, painted black and white.

Remarks.—These two beacons, together with the leading line, are to be erased from plan of Sherm Rabegh on chart No. 926.

(b) Beacon destroyed :

Position.—On southern side of entrance to harbour, at a distance of about 3 cables north-westward from the 13 feet (4^m0) Δ at Ras Abu Dibsa.

Description.—Beacon, 15 feet (4^m6) high.

Remarks.—This beacon is to be erased from plan quoted in (1) (a).

(c) Beacon destroyed :

Position.—On northern side of entrance to harbour, on the southern extreme of Kad el Sheikh.

Description.—Beacon, painted red and white.

Remarks.—This beacon is to be erased from plan quoted in (1) (a).

(2) Sherm Rabegh Approaches.

(a) Buoy disappeared.

Position.—At a distance of about 8 cables north-westward from Tanta rock.
Lat. $21^{\circ} 44'$ N., long. $38^{\circ} 55'$ E. (approx.).

Description.—A red conical buoy with topmark.

Remarks.—This buoy is to be erased from the charts.

(b) Beacons marking reefs, destroyed.

Position.

(i) North-western edge of Abu Sahim. Lat. $22^{\circ} 41'$ N., long. $38^{\circ} 53'$ E. (approx.).

(ii) South-eastern edge of Shab el Abyad. „ $22^{\circ} 43'$ N., „ $38^{\circ} 48'$ E. „

(iii) Southern edge of Shab el Khamsa. „ $22^{\circ} 45'$ N., „ $38^{\circ} 37'$ E. „

Remarks.—These three beacons are to be erased from the charts.

(3) Venbo Approaches.

Position.—On Schermo reef.

Lat. $24^{\circ} 05'$ N., long. $37^{\circ} 51'$ E (approx.).

Remarks.—The note “(remains of)” is to be inserted on the charts against Schermo beacon, of which only the base remains.

Charts affected.—No. 926, Plan of Sherm Rabegh. (1), (2) (a).
„ 8b, Red sea—sheet 2. (1) (c), (2), (3).
„ 8c, Red sea—sheet 3. (2) b (i).
„ 2523, Red sea. (2), (3).

Publication.—Red Sea and Gulf of Aden Pilot, 1921, pages 214, 219, 220, 221.

Authority.—H. M. S. *Cornflower*, Hyd. Note No. 1 of 1922. (H. 4405-22.)

BORNEO, EAST COAST—SESAJAP RIVER ENTRANCE.*Johanna Reef—Amended Depth on Shoal westward of.*

No. 369 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1179 of 1922), are republished :—

Former Notice.—No. 1141 of 1921. (*This Office No. 310 of 1921.*)

Position.—At a distance of about $4\frac{1}{2}$ miles southward of the southern extremity of Bunju.

Lat. $3^{\circ} 22' 24''$ N., long. $117^{\circ} 50' 46''$ E., on chart No. 3577.

Depth.— $3\frac{1}{2}$ fathoms ($6^{\text{m}} 9$), instead of three-quarters of a fathom ($1^{\text{m}} 4$).

Charts affected.—No. 3577, Sesajap and Bulungan rivers.

„ 2636, North part of the Strait of Makassar.

„ 2660b, China sea, southern portion—eastern sheet.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 441.

Authority.—Hague Notice No. 1082 of 1921. (H. 3773-21.)

JAPAN—INLAND SEA, GULF OF OSAKA.*Osaka Road—Wreck in Approach.*

No. 370 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1180 of 1922), are republished :—

Position.—At a distance of approximately 5 miles 262' from the occulting red light on the outer end of the southern break-water at the entrance to Osaka ko.

Lat $34^{\circ} 38'$ N., long. $135^{\circ} 18'$ E. (approx.).

Description.—Sunken wreck of a sailing vessel, with one mast visible above water.

Charts affected.—No. 16, Kobe and Osaka.

„ 3566, Izumi nada and Harima nada.

„ 2875, Naikai (Seto uchi) or Inland sea.

Authority.—Tokyo Notice No. 246 of 1922. (H. 4549-22.)

JAPAN—INLAND SEA.

Motoyama Zaki—Wreck south-westward of.

No. 371 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1181 of 1922), are republished:—

Position.—At a distance of about 2 miles south-westward from Motoyama zaki.

Lat. $33^{\circ} 54' 53''$ N., long. $131^{\circ} 07' 30''$ E., on chart No. 3225.
 " $33^{\circ} 54' 53''$ N., " $131^{\circ} 08' 05''$ E., " " 2875.

Description.—Sunken wreck of a vessel.

Charts affected.—No. 3225, Shimonoseki kaikyo to Maruyama zaki.
 " 2875, Naikai (Seto uchi) or Inland sea.

Authority.—Tokyo Notice No. 229 of 1922. (H. 4413-22.)

SOUTH AUSTRALIA—ST. VINCENT GULF.

Port Adelaide Harbour—Amended Tidal Information.

No. 372 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1187 of 1922), are republished:—

The mean tide level and the datum to which soundings are reduced at Port Adelaide is as undermentioned and not as hitherto shown on the Admiralty charts; the charts are to be amended accordingly.

MEAN TIDE LEVEL.— $4\frac{1}{2}$ feet (1^m37).

DATUM TO WHICH SOUNDINGS ARE REDUCED.—12·73 feet (3^m88) below a Bench Mark in the Dockyard at Glanville.

The remaining particulars of tidal information for Port Adelaide given on the Admiralty charts are to be expunged and the following note substituted:—"See Admiralty Tide Tables Part I."

Charts affected.—No. 471, Port Adelaide harbour.

" 1750, Port Adelaide.

" 2389, St. Vincent and Spencer gulfs, with plan.

Publication.—Australia Pilot, Vol. I, 1918, pages 297, 298.

Authority.—South Australian Harbours Board. (H. 421-22.).

KOREA, SOUTH-WEST COAST—YELLOW SEA.

Thornton Island—Amended Position of and Depth over Rock south-eastward of.

No. 373 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1192 of 1922), are republished:—

Former Notice.—No. 928 of 1922. (This Office No. 309 of 1922.)

Position.—At a distance of about $3\frac{1}{2}$ cables northward from position given in former Notice.

Lat. $33^{\circ} 55' 24''$ N., long. $126^{\circ} 20' 16''$ E., on chart No. 3365.

Depth.—2 fathoms (3^m7), instead of less than 6 feet as formerly stated.

Note.—The amended position of the above rock is close northward of wreck mentioned in former Notice.

Foul ground exists between the above position and the southern end of Thornton island. The note ("Foul") is to be inserted on the charts accordingly.

Charts affected.—No. 3365, Port Hamilton to Mackau group.

" 104, Korean archipelago, southern portion.

Publication.—China Sea Pilot, Vol. V, 1912, page 655.

Authority.—Chosen Notice No. 129 of 1922. (H. 4212-22.).

JAPAN—HONSHU, NORTH-WEST COAST.

Port Ine—Shoals to be inserted on Chart No. 2174.

No. 374 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1193 of 1922), are republished :—

Former Notice.—No. 366 of 1922. (*This Office No. 139 of 1922.*)

Position.—Ao sima, lat. $35^{\circ} 40'$ N., long. $135^{\circ} 17'$ E. (*approx.*).

Details.—The following shoals, notified in the former Notice quoted above, are to be inserted on chart No. 2174.

Distance and bearing from eastern extreme of Ao sima.	Depth.
--	--------

(a) 4·0 cables 205°	10 fathoms ($18^{\text{m}}3$), rock.
(b) 5·8 ,, 141°	$3\frac{1}{2}$,, ($6^{\text{m}}4$) ,,

Chart affected.—No. 2174, Amarnube zaki to Ando zaki.

Authority.—Hydrographic Department. (*H. 4654-22.*)

PERSIAN GULF.

Bahrein Harbour—“West Spit” Buoy Broken adrift.

No. 375 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 70M. of 1922), are republished :—

Details.—The Master of the s. s. “Barjora” reports that the red conical buoy off the extreme of West Spit is out of position and at present lies approximately in the following position.

Position approx.—At a distance of about 7 cables, 195° from its former position.

Charts affected.—No. 20, Bahrein Harbour.

 ,, 2837b, Persian Gulf, Western Sheet.

Publication.—Persian Gulf Pilot, 1915, page 125.

Authority.—The Commanding Officer, H. M. S. “Triad”, Bushire, dated 16th August 1922.

The 25th August 1922.

AUSTRALIA, EAST COAST—QUEENSLAND.

Cleveland Bay Approach, Bay Rock Light—Obscured Sector discontinued.

No. 347 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1088 of 1922), are republished :—

Position.—At entrance to West channel.

Lat. $19^{\circ} 07'$ S., long. $146^{\circ} 45'$ E. (*approx.*).

Details.—The obscured sector between the bearings 071° and 085° , over Burdekin rock, has been discontinued and is to be erased from the charts accordingly.

Note.—The light now shows *group flashing white* over Burdekin rock.

In other respects the light is unaltered.

Charts affected.—No. 1102, Cleveland bay.

 ,, 2349, Magnetic island to Double point,

 ,, 348, Whitsunday island to Magnetic island.

Publications.—List of Lights, Part VI, 1922, No. 2710.

Australia Pilot, Vol. IV, 1917, page 163.

Authority.—Melbourne, Department of Trade and Customs, Notice No. 4 of 1922. (*H. 3884-22.*)

JAPAN—HONSHU, EAST COAST.

Shiriya-Saki Anchorage—Amendments to Chart.

No. 348 (second publication).—The following particulars, etc., relative to the above issued by the British Admiralty (No. 1089 of 1922), are republished:—

Position.—Ataka shima, lat. $41^{\circ} 24'$ N., long. $141^{\circ} 28'$ E. (approx.).

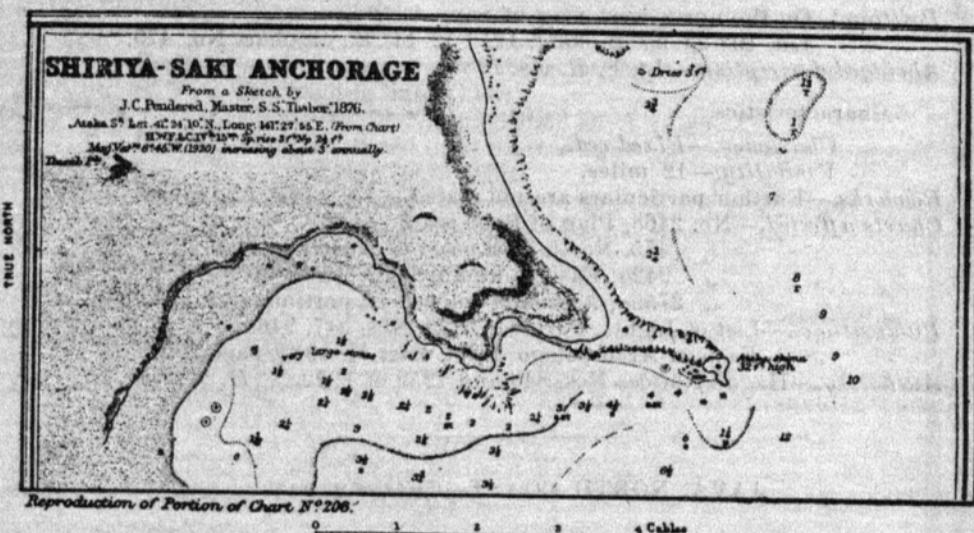
Details.—General amendments to the chart with regard to the coastline and rocks in the vicinity of Ataka shima are shown on the accompanying reproduction of a portion of the undermentioned plan on chart No. 208.

Remarks.—The symbol for a rock with a depth of less than 6 feet ($1^{\text{m}} 8$) is to be inserted in lat. $41^{\circ} 24' 40''$ N., long. $141^{\circ} 28' 10''$ E. on chart No. 2441.

Charts affected.—No. 208, Plan of Shiriya-saki anchorage.
" 2441, Tsugaru Kaikyo.

Publication.—Japan Pilot, 1914, pages 255, 675.

Authority.—Tokyo Notice No. 156 of 1922. (H. 3169-22.)



EASTERN ARCHIPELAGO—SAVU ISLAND.

(1) *Seba*—Alteration in Character of Light.(2) *Kali Menia*—Light established.

No. 350 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1099 of 1922), are republished:—

(1) **Seba.**

Position.—At a distance of about one cable south-westward from the entrance to River Moba.

Lat. $10^{\circ} 29' S.$, long. $121^{\circ} 50' E.$ (*approx.*).

New abridged description.—Lt. F. 52 ft. vis. 12 m.

Details.—The group occulting white light has been replaced by a *fixed white light*.

Remarks.—The remaining characteristics are unaltered.

(2) **Kali Menia.**

Position.—On the north-west coast of Savu island.

Lat. $10^{\circ} 25' 55'' S.$, long. $121^{\circ} 52' 11'' E.$, on chart No. 475.

Abridged description.—Lt. F. R. vis. 12 m.

Characteristics:

Character.—*Fixed red.*

Visibility.—12 miles.

Remarks.—Further particulars are not stated.

Charts affected.—No. 2468, Plan of Seba road. (1),

„ 475, North-west coast of Australia.

„ 942a, Eastern archipelago—sheet 3.

„ 2759a, Australia—northern portion.

Publications.—List of Lights, Part VI, 1922, Nos. 947, 946a.

Eastern Archipelago Pilot, Part II, 1913, page 295.

Authority.—Hague Notices Nos. 848 and 1256 of 1922. (H. 2713-22.)

JAVA, NORTH COAST—CHIASEM BAY.

Muara Chilamaya—Light established.

No. 351 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1100 of 1922), are republished:—

Position.—At a distance of about 9 miles westward from Pamanukan point, on the western bank of the mouth of Chi Lamaya river.

Lat. $6^{\circ} 13' 25'' S.$, long. $107^{\circ} 36' 45'' E.$ (*approx.*).

Abridged description.—Lt. F. 37 ft., vis. 6 m.

Characteristics:

Character.—*Fixed white.*

Elevation.—37 feet (11^m3).

Visibility.—6 miles.

Structure.—White iron framework 33 feet (10^m1) in height.

Charts affected.—No. 1653, Island of Java—western portion.

„ 941a, Eastern archipelago—sheet 1.

Publications.—List of Lights, Part VI, 1922, No. 885a.

Eastern Archipelago Pilot, Part II, 1913, page 105.

Authority.—Hague Notice No. 1253 of 1922. (H. 4013-22.)

CHINA SEA, TONG KING GULF—HAIPHONG APPROACHES.

Kua Nam Trieu—Alterations in Leading Lights and Buoyage.

No. 352.—(*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1109 of 1922), are republished:—

(1) Leading lights:

(a) Front leading light:

Position.—At a distance of about 1½ miles south-westward from the south-west extremity of Ngieu Fong island.

Lat. $20^{\circ} 46' N.$, long. $106^{\circ} 50' E.$ (*approx.*).

New abridged description.—2 Lts. F. R. 27 & 22 ft., vis. 7 m.

Details.—The fixed red light formerly exhibited in the above position has been replaced by two lights having the undermentioned characteristics:—

Character.—Two fixed vertical red lights.

Elevation.—27 feet ($8^m 2$) and 22 feet ($6^m 7$) respectively.

Visibility.—7 miles, upper light from 138° through south to 023° ; lower light from 298° to 308° .

(b) Rear leading light:

New position.—At a distance of about half a cable southward from former position and 14'75 cables 303° from front light.

New abridged description.—Lt. F. 78 ft., vis. 12 m.

Characteristics:

Character.—Fixed white.

Elevation.—78 feet ($23^m 8$).

Visibility.—12 miles, from 288° to 318° .

Remarks.—The leading lights in line bearing 303° lead across the outer bar.

(2) Buoyage:

(a) Outer bar light-buoy:

Position.—At a distance of about 6·4 miles south-eastward from front leading light (1) (a).

Lat. $20^\circ 42' N.$, long. $106^\circ 56' E.$ (approx.).

Details.—The fixed red light on this light-buoy has been replaced by a *flashing white* light.

Remarks.—"No. 2" is to be inserted against the above light-buoy on the chart.

(b) Outer bar ; buoys withdrawn:

Approximate Position.

Description.

Distance and bearing from front leading light.

4·9 miles	122°	...	...	Red conical (triangular topmark).
3·7 "	119°	...	...	" " "
2·3 "	118°	...	...	" " "

(c) Outer bar ; buoys established:

Position.

Description.

Distance and bearing from front leading light.

5·50 miles	122	...	...	No. 4 Red spar.
4·61 "	122°	...	...	" 6 " "
3·73 "	122°	...	...	" 8 " "
2·83 "	122°	...	...	" 10 " "
2·01 "	122°	...	...	" 12 " "

Remarks.—The above line of buoys Nos. 4, 6, 8, 10, 12, lies close north-eastward of and approximately parallel to the alignment, 303° , of the leading lights.

Charts affected.—No. 775, Approaches to Haiphong.

„ 1965, Kua lakh to Kao tao islands.

„ 2062, Tong King gulf.

Publications.—List of Lights, Part VI, 1922, Nos. 1450, 1451.

China Sea Pilot, Vol. III, 1912, pages 276, 277, 278.

Authority.—Paris Notice No. 756 of 1922. (H. 3769-22.)

CHINA SEA—TONG KING GULF, NORTHERN PORTION.

(1) *Kao Tao Islands*—Amendments to Charts with regard to Shoals and Depths.

(2) *Lo Shu Shan*—Rock, north-westward of.

(3) *Marble rock*—Shoal, eastward of.

No. 353 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1119 of 1922), are republished:—

(1) **Kao Tao Islands.**

Position.—Sha Pak Wan, 552 feet ($168^m 2$) summit.

Lat. $21^\circ 00' N.$, long. $107^\circ 43' E.$ (approx.).

Details.—The accompanying reproductions of portions of charts Nos. 776, 1965, 1169, 2062 and 2661a, show the necessary amendments to the charts with regard to shoals and depths in the vicinity of, and to the westward of the Kao Tao islands. The depth on Hugon rock at the southern end of Sanglier island is one fathom (1^m8), and not $1\frac{1}{2}$ fathoms as hitherto shown on the charts.

(2) Lo Shu Shan.

Position.—At a distance of about one mile northward from Rat point, Lo Shu Shan.

Lat. $21^{\circ} 15' 18''$ N., long. $107^{\circ} 55' 33''$ E., on chart No. 776.

Depth.— $1\frac{1}{2}$ fathoms (2^m7), rock.

(3) Marble Rock.

Position.—In Little kuai shin mun, in the approach to Kua Mô and about one cable eastward from Marble rock.

Lat. $21^{\circ} 12' 55''$ N., long. $107^{\circ} 38' 50''$ E., on chart No. 776.

Depth.— $1\frac{1}{2}$ fathoms (2^m7).

Charts affected.—No. 776, Tsieng mun to Tra ko island.

“ 1169, Approaches to Port Courbet, &c. (1).

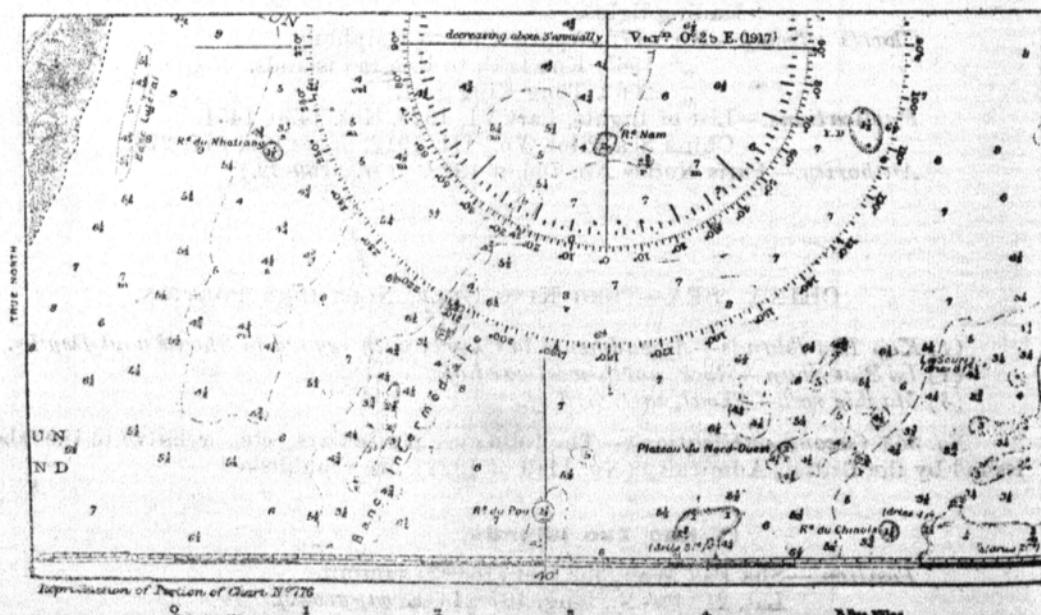
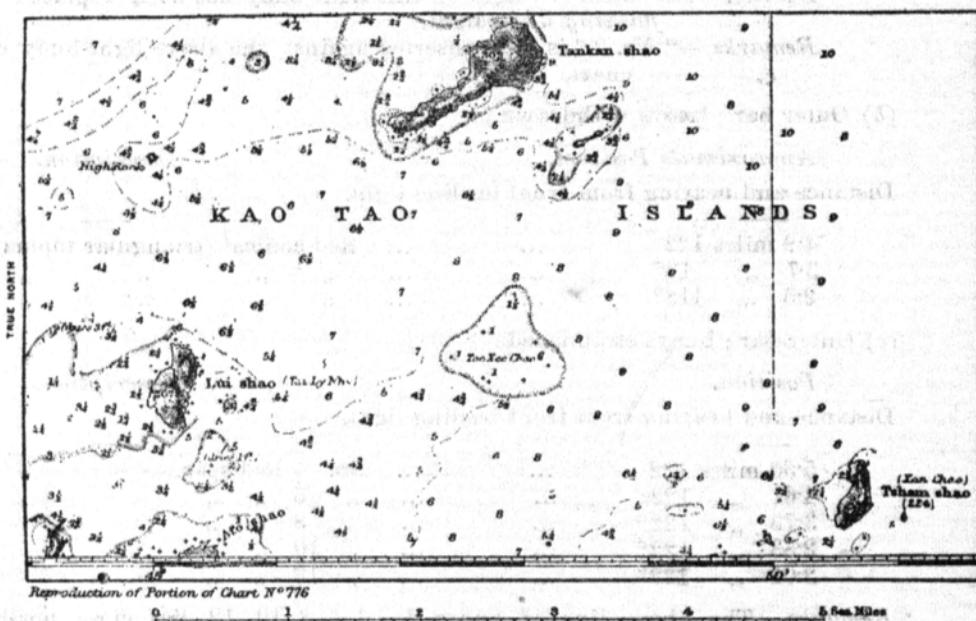
“ 1965, Kua lakh to Kao tao islands.

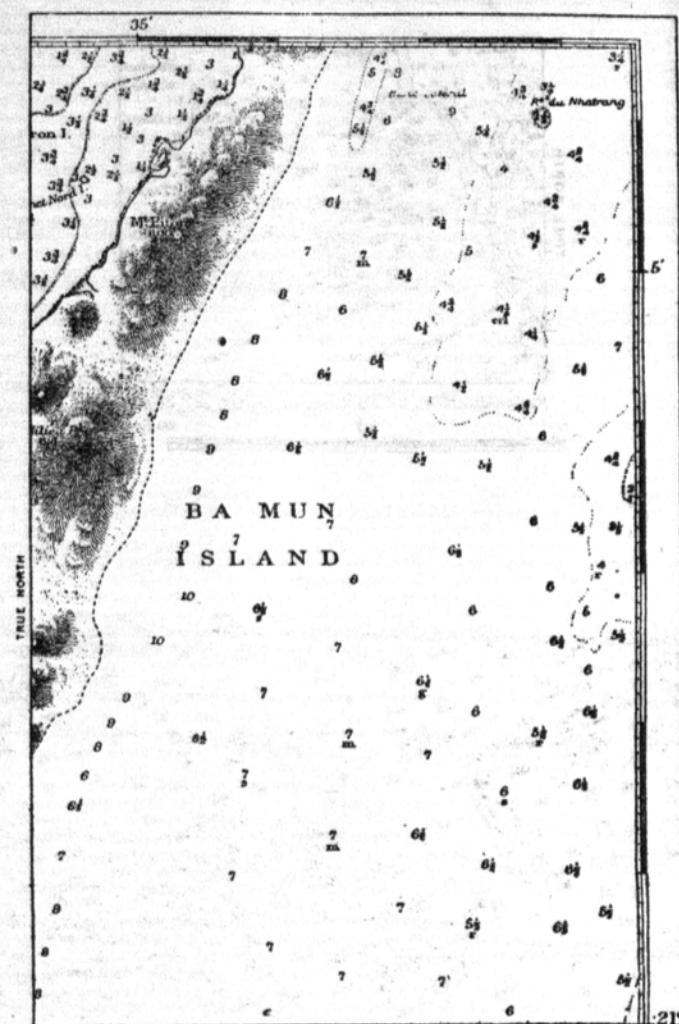
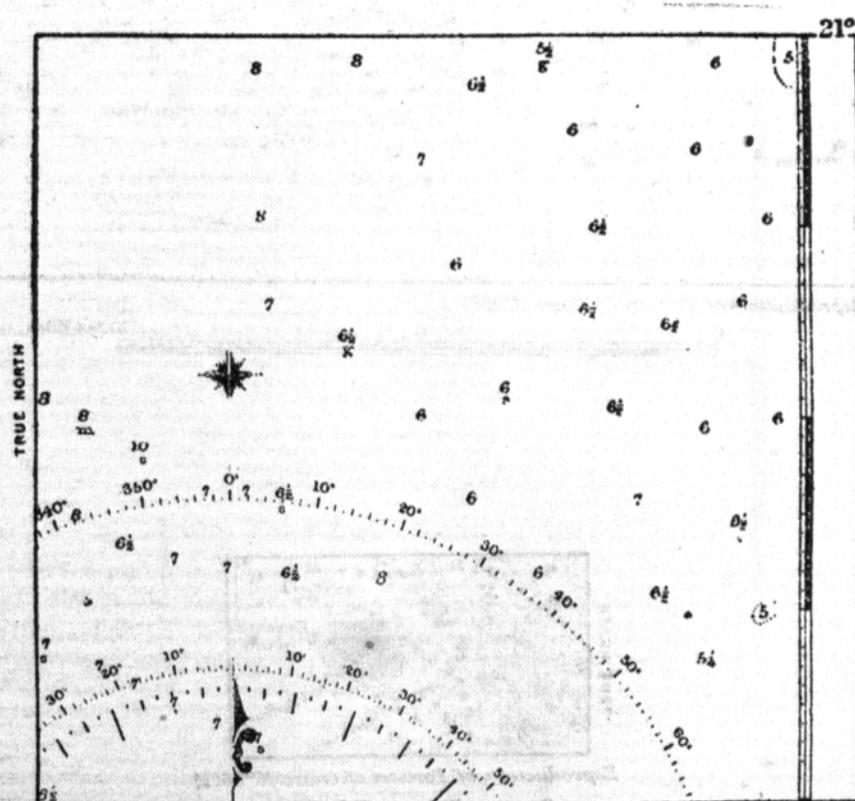
“ 2062, Tong king gulf. (1).

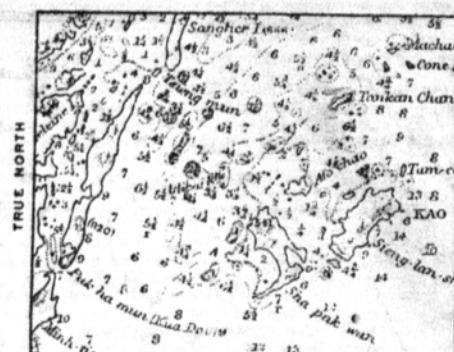
“ 2661a, China sea, northern portion—western sheet. (1).

Publication.—China Sea Pilot, Vol. III, 1912, pages 298, 299, 300.

Authority.—French Government Charts. (H. 3196-22.)

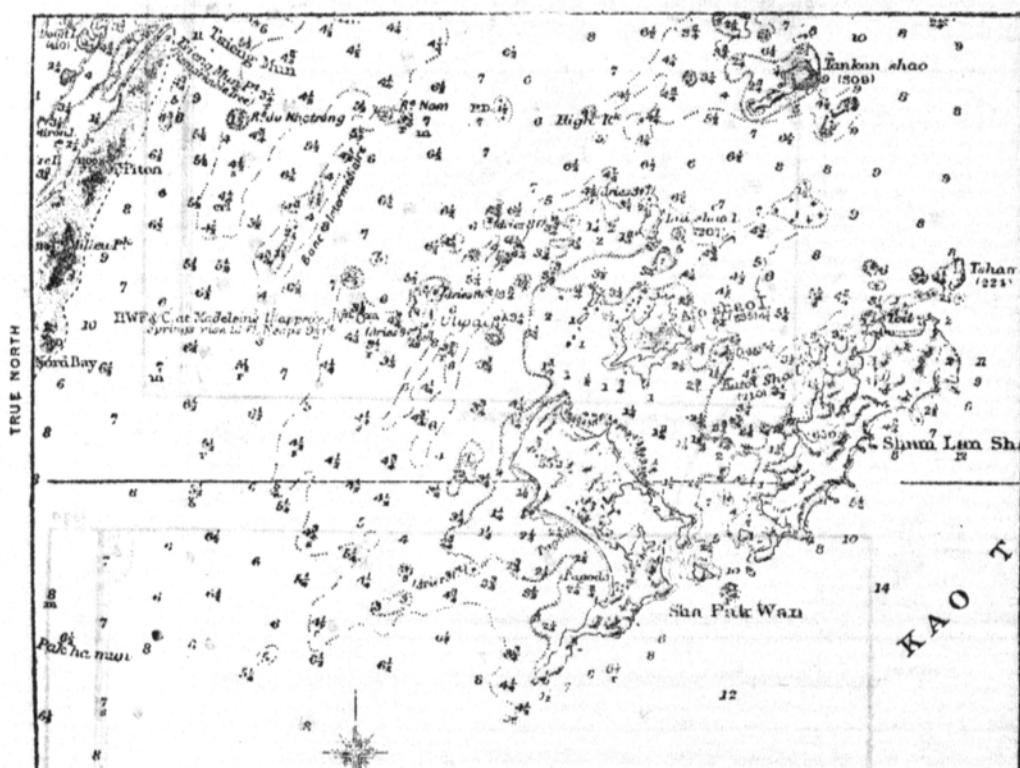


Reproduction of Portion of Chart N^o 1169.Reproduction of Portion of Chart N^o 1169.



Reproduction of Portion of Chart N° 2062.

0 10 20 Sea Miles



Reproduction of Portion of Chart N° 1965

0 5 10 Sea Miles



Reproduction of Portion of Chart N° 2661A

0 10 20 Sea Miles

RED SEA.

Cable Buoy disappeared.

No. 354 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1121 of 1922), are republished :—

Former Notice.—No. 704 of 1922. (*This office No. 248 of 1922*) ; hereby cancelled.

Details.—The cable buoy temporarily established in lat. $13^{\circ} 05' 00''$ N., long. $43^{\circ} 07' 45''$ E., is no longer in position.

Charts which were temporarily affected.—No. 3180, Straits of Bab-el-mandeh and approaches.

“ 8e, Red sea—sheet V.

“ 2523, Red sea.

Publication.—Red Sea, &c., Pilot, 1921, page 35.

Authority.—Eastern Telegraph Company. (H. 1314-22.)

INDIAN OCEAN—RODRIGUEZ ISLAND.

Mathurin Bay—Existence of Obstruction; Caution regarding Telegraph Cables and Anchorage.

No. 355 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1122 of 1922), are republished :—

Former Notice.—No. 358 of 1922 (*This office No. 136 of 1922*) ; hereby cancelled.

(1) **Obstruction reported :**

Position.—At a distance of 8'00 cables 017° from the Eastern Telegraph Company's flagstaff at Point Venus.

Lat. $19^{\circ} 40'$ S., long. $63^{\circ} 26'$ E. (*approx.*).

Description.—Lost portion of telegraph cable.

Note.—The above position is to be encircled by a danger line on the charts and marked with the note “*Obstrn. (1921)*.”

(2) **Caution regarding telegraph cables and anchorage :**

Position.—Eastern Telegraph Company's flagstaff at Point Venus.

Lat. $19^{\circ} 40'$ S., long. $63^{\circ} 26'$ E. (*approx.*).

Details.—A pecked line is to be drawn in a 350° direction from Point Venus flagstaff to southern side of Middle ground, and marked “(see Cautionary Note),” on the plan quoted below.

Remarks.—The following caution is to be inserted below the title in the plan of Mathurin bay.

CAUTION.

“*Vessels are warned not to anchor to the West of the pecked line Point Venus bearing 170° (South Mag.), owing to the existence of Tel. cables.*”

Note.—The two tracks drawn respectively to the north-eastward and north-westward, from a position about 5 cables northward from Point Venus flagstaff, together with the anchorage symbol shown in this position, are to be erased from the chart. The anchorage symbol shown in the narrow channel, at a distance of about 4 cables westward from Point Venus, is also to be erased.

Chart affected.—No. 715, Plan of Mathurin bay.

Publication.—South Indian Ocean Pilot, 1911, pages 149, 150.

Authority.—Eastern Telegraph Company and H.M.S. Southampton Hyd. Note No. 1 of 1922. (H. 3329-22.)

AUSTRALIA—QUEENSLAND.

Archer Point Light—Amended Sectors.

No. 356 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1128 of 1922), are republished :—

Position.—Lat. $15^{\circ} 36'$ S., long. $145^{\circ} 20'$ E. (*approx.*).

New abridged description.—Lt. F. W. R. G. 240 ft. vis. 20 m.

Character.—Fixed, with white, red and green sectors.

Alteration.—The limits of the sectors are now as follows :—

Red from 160° to 166° .

White thence to 171° .

Green thence to 177° .

Obscured thence to 229° .

White thence to Cape Tribulation,

Note.—The eastern edge of green light now intersects Dee reef at the position of the black square beacon, and not at the western edge of Dee reef as stated in the Admiralty List of Lights.

Charts affected.—No. 2923, Hope islands to Turtle group.

" 2764, Coral sea and Great Barrier reefs—sheet 2.

Publications.—List of Lights, Part VI, 1922, No. 2739.

Australia Pilot, Vol. IV, 1917, page 213.

Authority.—The Director of Lighthouses, Melbourne. (H. 8049-19.)

SOUTH AUSTRALIA—SPENCER GULF.

Port Lincoln Township—Alteration in Character of Light.

No. 357 (second publication).—The following particulars, etc., relative to the above issued by the British Admiralty (No. 1130 of 1922), are republished :—

Position.—On the outer end of the western (town) jetty at Port Lincoln township.

Lat. $34^{\circ} 43'$ S., long. $135^{\circ} 52'$ E. (approx.).

New abridged description.—Lt. Fl. 14 ft., vis. 5 m. (U).

Details.—The fixed red light has been replaced by a *flashing white* light every half second.

Elevation.—14 feet (4^m3).

Visibility.—5 miles.

Structure.—Iron tower, painted white.

Remarks.—The light is unwatched.

Charts affected.—No. 784, Port Lincoln.

" 2389, St. Vincent and Spencer gulfs.

" 1061, Cape Catastrophe to the Great Australian bight.

Publications.—List of lights, Part VI, 1922, No. 2313.

Australia Pilot, Vol. I, 1918, page 164.

Authority.—Adelaide Notice No. 1023 of 1922. (H. 4248-22.)

JAPAN, HONSHU—KII CHANNEL.

Tanabe Wan—Leading lights and light established.

No. 358 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1141 of 1922), are republished :—

(1) Leading lights established :

(a) Front light :

Position.—On the outer end of Tanabe pier on the east side of entrance to Aizu Gawa and at a distance of 0·90 of a cable 254° from storm signal station flagstaff.

Lat. $33^{\circ} 43'$ N., long. $135^{\circ} 22'$ E. (approx.).

(b) Rear light :

Position.—At a distance of 0·60 of a cable 067° from front light.

Abridged description.—Lt. F., in each case.

Character.—*Fixed white* in each case.

(2) Light established :

Position.—On Tatedohotoke iwa, at a distance of 1·40 cables 166° from the 88 feet (26^m8) Δ of Saita yama.

Lat. $33^{\circ} 43'$ N., long. $135^{\circ} 21'$ E. (approx.).

Abridged description.—Lt. F. R.

Character.—*Fixed red.*

Charts affected.—No. 1945, Tanabe wan.

" 951, Osaki wan to Owashi wan.

" 2875, Naikai (Seto uchi) or Inland Sea.

Publications.—List of Lights, Part VI, 1922, Nos. 2007a and b.

Japan Pilot, 1914, pages 125, 126.

Authority.—Tokyo Notice No. 194 of 1922. (H. 3913-22.)

INDIA—WEST COAST.

BOMBAY HARBOUR.

Steam Pilot vessel replaced on station.

No. 359 (*second publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 67M. of 1922), are republished :—

Former Notice No. 62-M. of 1922. (This Office No. 320 of 1922.)

Position.—Sunk Rock Light House N. (T) Malbar Point & Colaba Point.

Details.—The Steam Pilot Vessel which was temporarily removed has now been replaced on her Station.

Charts affected.—No. 655, Port of Bombay.

 ,, 2621, Bombay Harbour.

 ,, 737, Arnala Island to Kundari Island.

Publications.—West Coast of India Pilot, 1919, page 228.

Authority.—The Port Officer, Bombay, 9th August 1922.

PERSIAN GULF—MAKRAN COAST.

Chahbar Bay—Amended Height of Light.

No. 360 (*second publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 69M. of 1922), are republished :—

Position.—Lat. $25^{\circ} 16' N.$ } (approx.).
Long. $60^{\circ} 37' E.$ }

Details.—The height of the white fixed light shown from the roof of Chahbar Telegraph Office, is approximately 36 feet above high water and not 10 feet as stated in the undermentioned publication.

Chart affected.—No. 38, Maskat to Karachi.

Publications.—Persian Gulf Pilot, 1915, page 181.

 Admiralty List of Lights, Part VI, 1922, No. 293.

 Indian List of Lights, 40th issue, 1921, No. 42.

Authority.—The Commanding Officer, H. M. S. "Cyclamen", dated Colombo, 1st July 1922.

The 19th August 1922.

PERSIAN GULF—EASTERN SHORE.

Bushire, Outer and Inner Anchorage Light Buoys—Alteration in Period of lights and description of Buoys.

No. 343.—(*third publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 64M. of 1922) are republished :—

(1) *Outer Anchorage Light-buoy.*

Position (approx.).—At a distance of about $4\frac{1}{2}$ miles, 262° from British Residency F. S.

Alteration in period.—The white flashing light now shows every thirty-six seconds, thus :—

Light.	Eclipse.
8 Sec.	28 Sec.

New description.—A red can buoy surmounted by a conical cage painted black with a white horizontal band.

(2) *Inner Anchorage Light-buoy.*

Position (approx.).—At a distance of about $2\frac{1}{2}$ miles, 307° from British Residency F. S.

Alteration in period.—The red flashing light now shows every thirty seconds, thus :—

Light.	Eclipse.
6 Sec.	24 Sec.

New description.—A red can buoy surmounted by a conical cage, painted black.

(3) *Buoy in the Inner Anchorage.*

Position (approx.).—At a distance of about 2½ miles, 337° from British Residency F. S.

Description.—The black buoy moored, northward of Ras-al-Marg, is a small wooden can buoy painted black and surmounted by a 6 feet wooden staff.

Remarks.—There is no flag on the staff, as mentioned on page 25 of Supplement No. 6, 1921, to the Persian Gulf Pilot, 1915.

Charts affected.—No. 27, Bushire (Bushehr).

„ 2837b, Persian Gulf, Western Sheet.

Publications.—Persian Gulf Pilot, 1915, page 261; Supplement No. 6 (1921). Indian List of Lights, 40th issue, 1921, Nos. 34-35.

Authority.—The Commanding Officer, H. M. S. "Espiegle" Hyd. Note No. 1, dated 19th July 1922.

ARABIAN SEA—MAKRAN COAST.

Astola Island—Patches of broken water reported south-westward of.

No. 344 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 65M. of 1922), are republished:—

Details.—The Master of the SS. "Bamora" reports that distinct breaks between the outer edge of Webb Bank and Sail Rock were observed on 13th July 1922, at various points. Two other patches were noticed approximately in the following positions:—

(a) *Position.—At a distance of about 4 miles, 221° from western tangent of Astola Island.*

Lat. 25° 03' N.

Long. 63° 46' E. (approx.).

(b) *Position.—At a distance of about 4 miles, 238° from Sail Rock.*

Lat. 25° 03' N

Long. 63° 47' E. (approx.).

Caution.—Mariners are advised to give this locality a wide berth.

Chart affected.—No. 38, Maskat to Karachi.

Publication.—Persian Gulf Pilot, Sixth Edition 1915, page 168.

Authority.—Port Officer, Karachi, dated 26th July 1922.

BAY OF BENGAL—INDIA, COROMANDEL COAST.

Madras Harbour—Navigation in.

No. 345 (third publication).—The Presidency Port Officer, Madras, has given Notice (No. 66 of 1922) that a ball will be hoisted at the masthead of the Port Signal Station to indicate that a vessel in the Harbour is "getting under weigh" or "is under weigh", vessels approaching the port should remain clear of the break-water head giving sea-room to the out-going vessel until such time as the Harbour Master assumes control.

Authority.—Deputy Port Conservator, Madras.

INDIA, WEST COAST.

Bombay Floating light-vessel—Replaced in position.

No. 346 (third publication).—

Former Notice.—No. 341 of 1922.

Subject.—The Bombay Floating light-vessel, which was out of position, has now been replaced in her former position.

Position.—Lat. 18° 50' N., long. 72° 44' E.

Charts temporarily affected.—No. 2621, Bombay harbour.

- ,, 737, Arnala island to Kundari island.
- ,, 2736, Gulf of Kutch to Viziarug.
- ,, 826, Karachi to Vengurla.

Publications.—List of Lights, Part VI, 1922, No. 384;

West Coast of India Pilot, 1919, page 220.

Authority.—Director, R. I. Marine, Bombay, telegram dated 18th August 1922.

P. G. GLANVILLE, COMMANDER., R.I.M.,
Deputy Port Officer of Calcutta.



The Calcutta Gazette

WEDNESDAY, SEPTEMBER 20, 1922.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are republished for general information.

P. G. GLANVILLE, COMMANDER, R.I.M.,
Deputy Port Officer of Calcutta.

H. E. SPRY,
Secretary to the Government of Bengal, Marine Department (offg.).

CALCUTTA, the 8th September 1922.

SUMATRA, EAST COAST—JAMBIE BAY.

Kwala Niur Entrance—Light on Light-Buoy extinguished.

*No. 376 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1219 of 1922), are republished:—

Position.—At a distance of about 5 miles northward of Tanjong Solok.

Lat. $0^{\circ} 55'$ S., long. $103^{\circ} 49'$ E. (*approx.*).

Details.—The flashing white light on this light-buoy has been extinguished, the framework supporting the light having been destroyed.

Note.—The light is to be expunged from the charts.

Charts affected.—No. 1789, Channels between Sumatra, Linga and Singkep.
" 2757, Banka strait to Singapore.

Publication.—China Sea Pilot, Vol. II., 1915, page 299.

Authority.—Hague Notice No. 1368 of 1922. (*H. 4390-22.*).

EASTERN ARCHIPELAGO—TIMOR, WEST COAST.

Semau Island—Light established.

No. 377 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1228 of 1922), are republished :—

Position.—At a distance of about three-quarters of a mile south-westward from Tanjung Kurong, at the northern end of the island.

Lat. $10^{\circ} 07' 40''$ S., long. $123^{\circ} 26' 42''$ E. (*approx.*), on chart No. 3296.

Abridged description.—Lt. Fl. ev. 4 sec., vis. 25 m.

Character.—Flashing white every four seconds, thus :—

Flash,	eclipse,
$\frac{1}{sec.}$	$\frac{3}{sec.}$

Visibility.—25 miles.

Charts affected.—No. 3296, Kupang bay and Roti strait.

, 475, North-west coast of Australia.

, 942a, Eastern archipelago—sheet 3.

, 2759a, Australia—northern portion.

Publications.—List of Lights, Part VI., 1922, No. 948a.

Eastern Archipelago Pilot, Part II., 1913, page 304.

Authority.—Hague Notice No. 850 of 1922. (H. 2715-22.).

CHINA, EAST COAST—YANG TSE KIANG APPROACHES.

Shaweishan Island—Wreck northward of.

No. 378 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1229 of 1922), are republished :—

Position.—At a distance of about $52\frac{1}{2}$ miles northward from Shaweishan island.

Lat. $32^{\circ} 18' 00''$ N., long. $122^{\circ} 10' 00''$ E. (*approx.*).

Description.—Sunken wreck of the SS. *Kankyu Maru*.

Remarks.—It is stated that no portion of the wreck is visible.

Charts affected.—No. 3480, Shantung promontory to Nagasaki.

, 2412, Amoy to Nagasaki.

, 1262, Hongkong to Gulf of Liau-tung.

Authority.—Shanghai Notice No. 629 of 1922. (H. 4191-22.).

PERSIAN GULF.

Bahrein Harbour—“West Spit” buoy relaid.

No. 379 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 72M. of 1922), are republished :—

Former Notice No. 70-M. of 1922. (*This Office* No. 375 of 1922.)

Details.—The red conical buoy of the extreme of West Spit, which had broken adrift, was relaid in position on the 24th August 1922.

Position.—Lat. $26^{\circ} 16' \frac{1}{2}''$ N. } approximate.

Long. $50^{\circ} 32' \frac{1}{2}''$ E. }

Charts which were temporarily affected.—No. 20, Bahrein Harbour.

, 2837b, Persian Gulf, Western Sheet.

Publication.—Persian Gulf Pilot, 1915, page 125.

Authority.—The Commanding Officer, R. I. M. S. “Nearchus”, Bushire Telegram dated 25th August 1922.

The 1st September 1922.

SOUTH AUSTRALIA—SPENCER GULF.

Wallaroo Bay—Light established; Buoy withdrawn.

No. 361 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1152 of 1922), are republished :—

(a) Light established :

Position.—On the south-western edge of the western end of Moonta shoal at a distance of 2·10 miles 315° from the flashing white and red light on the outer end of the western jetty at Wallaroo.

Lat. $33^{\circ} 54' S.$, long. $137^{\circ} 35' E.$ (*approx.*).

Abridged description.—Lt. Fl. 23 ft., vis. 9 m. (U).

Characteristics :*Character.*—*Flashing white every half second.**Elevation.*— 23 feet ($7\text{m}0$).*Visibility.*— 9 miles.*Structure.*—White framework tower on piles.*Remarks.*—The light is unwatched.(b) **Buoy withdrawn:***Position.*—On the south-eastern edge of Moonta shoal.*Description.*—A red perch buoy, with staff and ball.*Charts affected.*—No. 402, Tickera point to Cape Elizabeth,
 2389 , St. Vincent and Spencer gulfs.*Publications.*—List of Lights, Part VI, 1922, No. 2324a.

Australia Pilot, Vol. I, 1918, pages 212, 213.

Authority.—Adelaide Notices Nos. 1 and 5 of 1922. (H. 4296-22.)**BORNEO, SOUTH COAST.***Barito River Entrance—Light-Vessel replaced by Light-Buoy.**No. 362 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1153 of 1922), are republished:—*Former Notice.*—No. 622 of 1922. (This Office No. 228 of 1922.)*Position.*—On the outer bar at a distance of about 6 miles southward from Tanjung Burung.Lat. $3^{\circ} 39'$ S., long. $114^{\circ} 29'$ E. (approx.).*Details.*—The light-vessel exhibiting an occulting white light has been replaced by a light-buoy, painted white, exhibiting an *occulting white* light *every six seconds*, thus:

<i>Light,</i>	<i>eclipse,</i>
3 sec.	3 sec.

Charts affected.—No. 3029, Tanjung Selatan to Tanjung Malatayur.
 $941b$, Eastern archipelago—sheet 2.*Publications.*—List of Lights, Part VI, 1922, No. 1080.
 Eastern Archipelago Pilot, Part II, 1913, page 333;
 Supplement No. 5, 1921.*Authority.*—Hague Notice No. 1254 of 1922. (H. 4014-22.)**SOUTH AFRICA—NATAL DURBAN.***Cape Natal—Intended Alteration in Character of Light.**No. 363 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1159 of 1922), are republished:—*Date of alteration.*—During July 1922.*Position.*—Near the north-eastern extremity of The Bluff.Lat. $29^{\circ} 53'$ S., long. $31^{\circ} 04'$ E. (approx.).*New abridged description.*—Lt. Gp. Fl. (3) ev. 20 sec., 282 ft., vis. 24 m.*Details.*—The flashing white light (shown as a revolving white light on some copies of the charts) will be replaced by a group *flashing white* light showing *three flashes* every *twenty seconds*. During the period alterations are in progress a small temporary *flashing white* light *every five seconds*, will be exhibited from the top of the dome of the lighthouse.*Power.*— $150,000$ candles (approx.).*Remarks.*—The remaining characteristics will be unaltered.*Charts affected.*—No. 2908, Durban.

" 643, Durban and approaches.

" 2088, Umtamvuna river to Tugela river.

" 2095, Hondeklip bay to Port Natal.

" 748a, Indian ocean—southern portion.

Publications.—List of Lights, Part VI, 1922, No. 48.

Africa Pilot, Part III, 1915, page 168.

Authority.—Johannesburg Notice No. 362 of 1922. (H. 4186-22.)**CHINA SEA—FORMOSA.***Bashi Channel—North Bashi Rocks to be erased from Chart.**No. 364 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1161 of 1922), are republished:—*Former Notice.*—No. 1995 of 1921. (This Office No. 8 // 1922.)*Position.*—Lat. $24^{\circ} 12'$ N., long. $122^{\circ} 06'$ E. (approx.).*Remarks.*—North Bashi rocks, which do not exist, are to be erased from the above position on chart No. 781.*Chart affected.*—No. 781, Pacific ocean—north-west sheet.*Authority.*—Hydrographic Department. (H. 4469-22.)

PHILIPPINE ISLANDS—LUZON, MANILA BAY.

La Monja—Light to be inserted on Chart.

No. 365 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1162 of 1922), are republished :—

Former Notice.—No. 388 of 1922. (*This Office No. 155 of 1922.*)

Position.—Lat. $14^{\circ} 23'$ N., long. $120^{\circ} 31'$ E. (*approx.*).

Abridged description.—Lt. Gp. Fl. (2) R ev. 5 sec.

Remarks.—This light is to be inserted in the above position on chart No. 2577.

Chart affected.—No. 2577, Philippine islands between San Bernardino and Mindoro straits.

Authority.—Hydrographic Department. (H. 4469-22)

JAPAN, KOREA STRAIT—TSU SIMA.

Ko Zaki Lighthouse destroyed—Note to be inserted on Charts.

No. 366 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1166 of 1922), are republished :—

Former Notice.—No. 876 of 1922. (*This Office No. 289 of 1922.*)

Position.—On the southern extremity of Tsu sima.

Lat. $34^{\circ} 05'$ N., long. $129^{\circ} 13'$ E. (*approx.*).

Remarks.—The note “*Destroyed (1922.)*,” concerning this lighthouse, is to be inserted against Ko zaki light on charts Nos. 358 and 2347.

Charts affected.—No. 358, Western coasts of Kyushu and Honshū.

” 2347, Honshū, Kyushu, and Shikoku, &c.

Authority.—Hydrographic Department. (H. 4469-22.)

NORTH PACIFIC OCEAN—LIU KIU ISLANDS.

Okinawa Group—Shoal reported southward of, to be inserted on Charts.

No. 367 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1167 of 1922), are republished :—

Former Notice.—No. 1024 of 1922. (*This Office No. 332 of 1922.*)

Position.—Lat. $25^{\circ} 37'$ N., long. $127^{\circ} 18'$ E (*approx.*).

Depth.—6 fathoms ($11^{\text{m}}0$).

Remarks.—This shoal, together with the note “(E.D.),” is to be inserted in the above position on charts Nos. 1262 and 1263.

Charts affected.—No. 1262, Hongkong to Gulf of Liau-tung.

” 1263, China sea.

Authority.—Hydrographic Department. (H. 4469-22.)

RED SEA—EASTERN SHORE.

(1) *Sherm Rabegh—Beacons destroyed.*

(2) *Sherm Rabegh approaches—Buoy disappeared, Beacons destroyed.*

(3) *Yenbo approaches—Beacon partially destroyed.*

No. 368 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1171 of 1922), are republished :—

(1) SHERM RABEGH.

(a) Leading beacons destroyed :

Position.—At distances of about 3 cables northward and 6 cables north-eastward respectively from Ras el Muraimik.

Lat. $22^{\circ} 45'$ N., long. $39^{\circ} 00'$ E. (*approx.*).

Description.—Leading beacons, painted black and white.

Remarks.—These two beacons, together with the leading line, are to be erased from plan of Sherm Rabegh on chart No. 926.

(b) Beacon destroyed :

Position.—On southern side of entrance to harbour, at a distance of about 3 cables north-westward from the 13 feet ($4^{\text{m}}0$) ▲ at Ras Abu Dibsa.

Description.—Beacon, 15 feet ($4^{\text{m}}6$) high.

Remarks.—This beacon is to be erased from plan quoted in (1) (a).

(c) Beacon destroyed :

Position.—On northern side of entrance to harbour, on the southern extreme of Kad el Sheikh.

Description.—Beacon, painted red and white.

Remarks.—This beacon is to be erased from plan quoted in (1) (a).

(2) Sherm Rabegh Approaches.

(a) Buoy disappeared.

Position.—At a distance of about 8 cables north-westward from Tanta rock.
Lat. $21^{\circ} 44'$ N., long. $38^{\circ} 55'$ E. (*approx.*).

Description.—A red conical buoy with topmark.

Remarks.—This buoy is to be erased from the charts.

(b) Beacons marking reefs, destroyed.

Position.

(i) North-western edge of Abu Sahim. Lat. $22^{\circ} 41'$ N., long. $38^{\circ} 53'$ E. (*approx.*).

(ii) South-eastern edge of Shab el Abyad. „ „ $22^{\circ} 43'$ N., „ $38^{\circ} 48'$ E. „

(iii) Southern edge of Shab el Khamsa. „ $22^{\circ} 45'$ N., „ $38^{\circ} 37'$ E. „

Remarks.—These three beacons are to be erased from the charts.

(3) Yenbo Approaches.

Position.—On Schermo reef.

Lat. $24^{\circ} 05'$ N., long. $37^{\circ} 51'$ E (*approx.*).

Remarks.—The note “(*remains of*)” is to be inserted on the charts against Schermo beacon, of which only the base remains.

Charts affected.—No. 926, Plan of Sherm Rabegh. (1), (2) (a).

„ 8b, Red sea—sheet 2. (1) (c), (2), (3).

„ 8c, Red sea—sheet 3. (2) b (i).

„ 2523, Red sea. (2), (3).

Publication.—Red Sea and Gulf of Aden Pilot, 1921, pages 214, 219, 220, 221.

Authority.—H. M. S. *Cornflower*, Hyd. Note No. 1 of 1922. (H. 4405-22.)

BORNEO, EAST COAST—SESAJAP RIVER ENTRANCE.

Johanna Reef—Amended Depth on Shoal westward of.

No. 369 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1179 of 1922), are republished:—

Former Notice.—No. 1141 of 1921. (*This Office No. 310 of 1921.*)

Position.—At a distance of about $4\frac{1}{2}$ miles southward of the southern extremity of Bunju.

Lat. $3^{\circ} 22' 24''$ N., long. $117^{\circ} 50' 46''$ E., on chart No. 3577.

Depth.— $3\frac{1}{2}$ fathoms ($6^m 9$), instead of three-quarters of a fathom ($1^m 4$).

Charts affected.—No. 3577, Sesajap and Bulungan rivers.

„ 2636, North part of the Strait of Makassar.

„ 2660b, China sea, southern portion—eastern sheet.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 441.

Authority.—Hague Notice No. 1082 of 1921. (H. 3773-21.)

JAPAN—INLAND SEA, GULF OF OSAKA.

Osaka Road—Wreck in Approach.

No. 370 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1180 of 1922), are republished:—

Position.—At a distance of approximately 5 miles 262° from the occulting red light on the outer end of the southern break-water at the entrance to Osaka ko.

Lat $34^{\circ} 38'$ N., long. $135^{\circ} 18'$ E. (*approx.*).

Description.—Sunken wreck of a sailing vessel, with one mast visible above water.

Charts affected.—No. 16, Kobe and Osaka.

„ 3566, Izumi nada and Harima nada.

„ 2875, Naikai (Seto uchi) or Inland sea.

Authority.—Tokyo Notice No. 246 of 1922. (H. 4549-22.)

JAPAN—INLAND SEA.

Motoyama Zaki—Wreck south-westward of.

No. 371 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1181 of 1922), are republished:—

Position.—At a distance of about $2\frac{1}{2}$ miles south-westward from Motoyama zaki.

Lat. $33^{\circ} 54' 53''$ N., long. $131^{\circ} 07' 30''$ E., on chart No. 3225.
„ $33^{\circ} 54' 53''$ N., „ $131^{\circ} 08' 05''$ E., „ „ „ 2875.

Description.—Sunken wreck of a vessel.

Charts affected.—No. 3225, Shimonoseki kaikyo to Maruyama zaki.
„ 2875, Naikai (Seto uchi) or Inland sea.

Authority.—Tokyo Notice No. 229 of 1922. (H. 4413-22.)

SOUTH AUSTRALIA—ST. VINCENT GULF.

Port Adelaide Harbour—Amended Tidal Information.

No. 372 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1187 of 1922), are republished:—

The mean tide level and the datum to which soundings are reduced at Port Adelaide is as undermentioned and not as hitherto shown on the Admiralty charts; the charts are to be amended accordingly.

MEAN TIDE LEVEL.— $4\frac{1}{2}$ feet (1^m37).

DATUM TO WHICH SOUNDINGS ARE REDUCED.—12·73 feet (3^m88) below a Bench Mark in the Dockyard at Glanville.

The remaining particulars of tidal information for Port Adelaide given on the Admiralty charts are to be expunged and the following note substituted:—"See Admiralty Tide Tables Part I."

Charts affected.—No. 471, Port Adelaide harbour.
„ 1750, Port Adelaide.
„ 2389, St. Vincent and Spencer gulfs, with plan.

Publication.—Australia Pilot, Vol. I, 1918, pages 297, 298.

Authority.—South Australian Harbours Board. (H. 421-22.).

KOREA, SOUTH-WEST COAST—YELLOW SEA.

Thornton Island—Amended Position of and Depth over Rock south-eastward of.

No. 373 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1192 of 1922), are republished:—

Former Notice.—No. 928 of 1922. (This Office No. 309 of 1922.)

Position.—At a distance of about $3\frac{1}{2}$ cables northward from position given in former Notice.

Lat. $33^{\circ} 55' 24''$ N., long. $126^{\circ} 20' 16''$ E., on chart No. 3365.

Depth.—2 fathoms (3^m7), instead of less than 6 feet as formerly stated.

Note.—The amended position of the above rock is close northward of wreck mentioned in former Notice.

Foul ground exists between the above position and the southern end of Thornton island. The note ("Foul") is to be inserted on the charts accordingly.

Charts affected.—No. 3365, Port Hamilton to Mackau group.
„ 104, Korean archipelago, southern portion.

Publication.—China Sea Pilot, Vol. V, 1912, page 655.

Authority.—Chosen Notice No. 129 of 1922. (H. 4212-22.).

JAPAN—HONSHU, NORTH-WEST COAST.

Port Ine—Shoals to be inserted on Chart No. 2174.

No. 374 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1193 of 1922), are republished:—

Former Notice.—No. 366 of 1922. (*This Office No. 139 of 1922.*)

Position.—Ao sima, lat. $35^{\circ} 40'$ N., long. $135^{\circ} 17'$ E. (*approx.*).

Details.—The following shoals, notified in the former Notice quoted above, are to be inserted on chart No. 2174.

Distance and bearing from eastern extreme of Ao sima.	Depth.
(a) 4·0 cables 205° 10 fathoms ($18^{\text{m}}3$), rock.
(b) 5·8 " 141° $3\frac{1}{2}$ " ($6^{\text{m}}4$) "

Chart affected.—No. 2174, Amarube zaki to Ando zaki.

Authority.—Hydrographic Department. (*H. 4654-22.*)

PERSIAN GULF.

Bahrein Harbour—“West Spit” Buoy Broken adrift.

No. 375 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 70M. of 1922), are republished:—

Details.—The Master of the s.s. “Barjora” reports that the red conical buoy off the extreme of West Spit is out of position and at present lies approximately in the following position.

Position approx.—At a distance of about 7 cables, 195° from its former position.

Charts affected.—No. 20, Bahrein Harbour.
“ 2837b, Persian Gulf, Western Sheet.

Publication.—Persian Gulf Pilot, 1915, page 125.

Authority.—The Commanding Officer, H. M. S. “Triad”, Bushire, dated 16th August 1922.

The 25th August 1922.

AUSTRALIA, EAST COAST—QUEENSLAND.

Cleveland Bay Approach, Bay Rock Light—Obscured Sector discontinued.

No. 347 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1088 of 1922), are republished:—

Position.—At entrance to West channel.

Lat. $19^{\circ} 07'$ S., long. $146^{\circ} 45'$ E. (*approx.*).

Details.—The obscured sector between the bearings 071° and 085° , over Burdekin rock, has been discontinued and is to be erased from the charts accordingly.

Note.—The light now shows group flashing white over Burdekin rock.

In other respects the light is unaltered.

Charts affected.—No. 1102, Cleveland bay.

“ 2349, Magnetic island to Double point.

“ 348, Whitsunday island to Magnetic island.

Publications.—List of Lights, Part VI, 1922, No. 2710.

Australia Pilot, Vol. IV, 1917, page 163.

Authority.—Melbourne, Department of Trade and Customs, Notice No. 4 of 1922. (*H. 3884-22.*)

JAPAN—HONSHU, EAST COAST.

Shiriya-Saki Anchorage—Amendments to Chart.

No. 348 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1089 of 1922), are republished:—

Position.—Ataka shima, lat. $41^{\circ} 24' N.$, long. $141^{\circ} 28' E.$ (approx.).

Details.—General amendments to the chart with regard to the coastline and rocks in the vicinity of Ataka shima are shown on the accompanying reproduction of a portion of the undermentioned plan on chart No. 208.

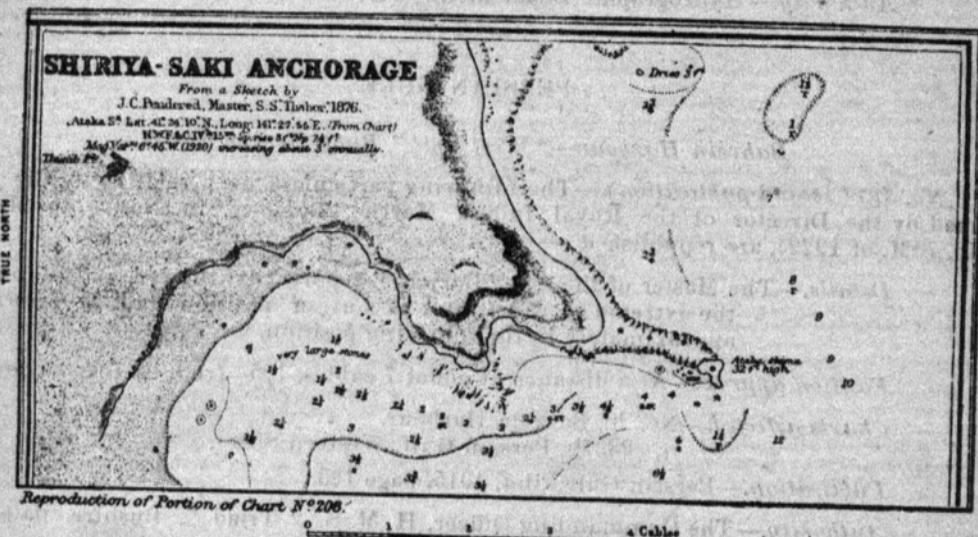
Remarks.—The symbol for a rock with a depth of less than 6 feet ($1^m 8$) is to be inserted in lat. $41^{\circ} 24' 40'' N.$, long. $141^{\circ} 28' 10'' E.$ on chart No. 2441.

Charts affected.—No. 208, Plan of Shiriya-saki anchorage.

" 2441, Tsugaru Kaikyo.

Publication.—Japan Pilot, 1914, pages 255, 675.

Authority.—Tokyo Notice No. 156 of 1922. (H. 3169-22.)



AUSTRALIA, NORTH COAST.

Port Darwin—Quarantine Anchorage.

No. 349 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1098 of 1922), are republished:—

Position.—Fort point lighthouse, lat. $12^{\circ} 28' S.$, long. $130^{\circ} 51' E.$ (approx.).

(1) The quarantine anchorage, southward of Fort hill, Port Darwin, is comprised within the following limits:—

- (a) On the east by a line drawn from Fort point in a 116° direction to meet the eastern extremity of limit (d) given below.
- (b) On the north by a line drawn from Fort point in a 243° direction to meet the western extremity of limit (c).
- (c) On the south by a line drawn from the centre of Swire's bluff in a 072° direction to meet the eastern extremity of limit (a).
- (d) On the west by a line drawn from Emery point in a 143° direction intersecting line (b) as the northern limit and intersecting line (c) as the southern limit.

(2) Vessels subject to quarantine must not approach within a distance of 2 cables from the shore.

(3) Vessels of not more than 50 tons, subject to quarantine, may anchor within a radius of three-quarters of a mile from Fort point to the southward of lines drawn from Fort point to Swire's bluff and Fort point to North Shell island, but must not approach within a distance of 2 cables from the shore.

Chart affected.—No. 925, Port Darwin.

Publication.—Australia Pilot, Vol. V, 1914, page 118.

Authority.—Commonwealth of Australia Gazette, dated 4th May 1922. (H. 3974-22.)

EASTERN ARCHIPELAGO—SAVU ISLAND.

(1) *Seba*—Alteration in Character of Light.
 (2) *Kali Menia*—Light established.

No. 350 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1099 of 1922), are republished:—

(1) **Seba.**

Position.—At a distance of about one cable south-westward from the entrance to River Moba.

Lat. $10^{\circ} 29' S.$, long. $121^{\circ} 50' E.$ (*approx.*).

New abridged description.—Lt. F. 52 ft. vis. 12 m.

Details.—The group occulting white light has been replaced by a fixed white light.

Remarks.—The remaining characteristics are unaltered.

(2) **Kali Menia.**

Position.—On the north-west coast of Savu island.

Lat. $10^{\circ} 25' 55'' S.$, long. $121^{\circ} 52' 11'' E.$, on chart No. 475.

Abridged description.—Lt. F. R. vis. 12 m.

Characteristics:

Character.—Fixed red.

Visibility.—12 miles.

Remarks.—Further particulars are not stated.

Charts affected.—No. 2468, Plan of Seba road. (1).

” 475, North-west coast of Australia.

” 942a, Eastern archipelago—sheet 3.

” 2759a, Australia—northern portion.

Publications.—List of Lights, Part VI, 1922, Nos. 947, 946a.

Eastern Archipelago Pilot, Part II, 1913, page 295.

Authority.—Hague Notices Nos. 848 and 1256 of 1922. (H. 2713-22.)

JAVA, NORTH COAST—CHIASEM BAY.

Muara Chilamaya—Light established.

No. 351 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1100 of 1922), are republished:—

Position.—At a distance of about 9 miles westward from Pamanukan point, on the western bank of the mouth of Chi Lamaya river.

Lat. $6^{\circ} 13' 25'' S.$, long. $107^{\circ} 36' 45'' E.$ (*approx.*).

Abridged description.—Lt. F. 87 ft., vis. 6 m.

Characteristics:

Character.—Fixed white.

Elevation.—37 feet (11 $\frac{1}{3}$ m.).

Visibility.—6 miles.

Structure.—White iron framework 33 feet (10 $\frac{1}{3}$ m.) in height.

Charts affected.—No. 1653, Island of Java—western portion.

” 941a, Eastern archipelago—sheet 1.

Publications.—List of Lights, Part VI, 1922, No. 885a.

Eastern Archipelago Pilot, Part II, 1913, page 105.

Authority.—Hague Notice No. 1253 of 1922. (H. 4013-22.)

CHINA SEA, TONG KING GULF—HAIPHONG APPROACHES.

Kua Nam Trieu—Alterations in Leading Lights and Buoyage.

No. 352.—(*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1109 of 1922), are republished:—

(1) *Leading lights:*(a) *Front leading light:*

Position.—At a distance of about 1 $\frac{1}{2}$ miles south-westward from the south-west extremity of Ngieu Fong island.

Lat. $20^{\circ} 46' N.$, long. $106^{\circ} 50' E.$ (*approx.*).

New abridged description.—2 Lts. F. R. 27 & 22 ft., vis. 7 m.

Details.—The fixed red light formerly exhibited in the above position has been replaced by two lights having the undermentioned characteristics:—

Character.—Two fixed vertical red lights.

Elevation.—27 feet ($8^m 2$) and 22 feet ($6^m 7$) respectively.

Visibility.—7 miles, upper light from 138° through south to 023° ; lower light from 298° to 308° .

(b) Rear leading light:

New position.—At a distance of about half a cable southward from former position and 14·75 cables 303° from front light.

New abridged description.—Lt. F. 78 ft., vis. 12 m.

Characteristics:

Character.—Fixed white.

Elevation.—78 feet ($23^m 8$).

Visibility.—12 miles, from 288° to 318° .

Remarks.—The leading lights in line bearing 303° lead across the outer bar.

(2) Buoyage:

(a) Outer bar light-buoy:

Position.—At a distance of about 6·4 miles south-eastward from front leading light (1) (a).

Lat. $20^\circ 42' N.$, long. $106^\circ 56' E.$ (approx.).

Details.—The fixed red light on this light-buoy has been replaced by a *flashing white* light.

Remarks.—“No. 2” is to be inserted against the above light-buoy on the chart.

(b) Outer bar ; buoys withdrawn:

Approximate Position.

Description.

Distance and bearing from front leading light.

4·9 miles	122°	...	...	Red conical (triangular topmark).
3·7 "	119°	...	...	" "
2·3 "	118°	...	...	" "

(c) Outer bar ; buoys established:

Position.

Description.

Distance and bearing from front leading light.

5·50 miles	122	...	...	No. 4 Red spar.
4·61 "	122°	...	...	6 "
3·73 "	122°	...	...	8 "
2·83 "	122°	...	...	10 "
2·01 "	122°	...	...	12 "

Remarks.—The above line of buoys Nos. 4, 6, 8, 10, 12, lies close north-eastward of and approximately parallel to the alignment, 303°, of the leading lights.

Charts affected.—No. 775, Approaches to Haiphong.

1965, Kua lakh to Kao tao islands.

2062, Tong King gulf.

Publications.—List of Lights, Part VI, 1922, Nos. 1450, 1451.

China Sea Pilot, Vol. III, 1912, pages 276, 277, 278.

Authority.—Paris Notice No. 756 of 1922. (H. 3769-22.)

CHINA SEA—TONG KING GULF, NORTHERN PORTION.

(1) *Kao Tao Islands*—Amendments to Charts with regard to Shoals and Depths.

(2) *Lo Shu Shan*—Rock, north-westward of.

(3) *Marble rock*—Shoal, eastward of.

No. 353 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1119 of 1922), are republished:—

(1) **Kao Tao Islands.**

Position.—Sha Pak Wan, 552 feet ($168^m 2$) summit.

Lat. $21^\circ 00' N.$, long. $107^\circ 43' E.$ (approx.).

Details.—The accompanying reproductions of portions of charts Nos. 776, 1965, 1169, 2062 and 2661a, show the necessary amendments to the charts with regard to shoals and depths in the vicinity of, and to the westward of the Kao-Tao islands. The depth on Hugon rock at the southern end of Sanglier island is one fathom (1^m8), and not $1\frac{1}{4}$ fathoms as hitherto shown on the charts.

(2) Lo Shu Shan.

Position.—At a distance of about one mile northward from Rat point, Lo Shu Shan.

Lat. $21^{\circ} 15' 18''$ N., long. $107^{\circ} 55' 33''$ E., on chart No. 776.

Depth.— $1\frac{1}{2}$ fathoms (2^m7), rock.

(3) Marble Rock.

Position.—In Little kuai shin mun, in the approach to Kua Mô and about one cable eastward from Marble rock.

Lat. $21^{\circ} 12' 55''$ N., long. $107^{\circ} 38' 50''$ E., on chart No. 776.

Depth.— $1\frac{1}{2}$ fathoms (2^m7).

Charts affected.—No. 776, Tsieng mun to Tra ko island.

„ 1169, Approaches to Port Courbet, &c. (1).

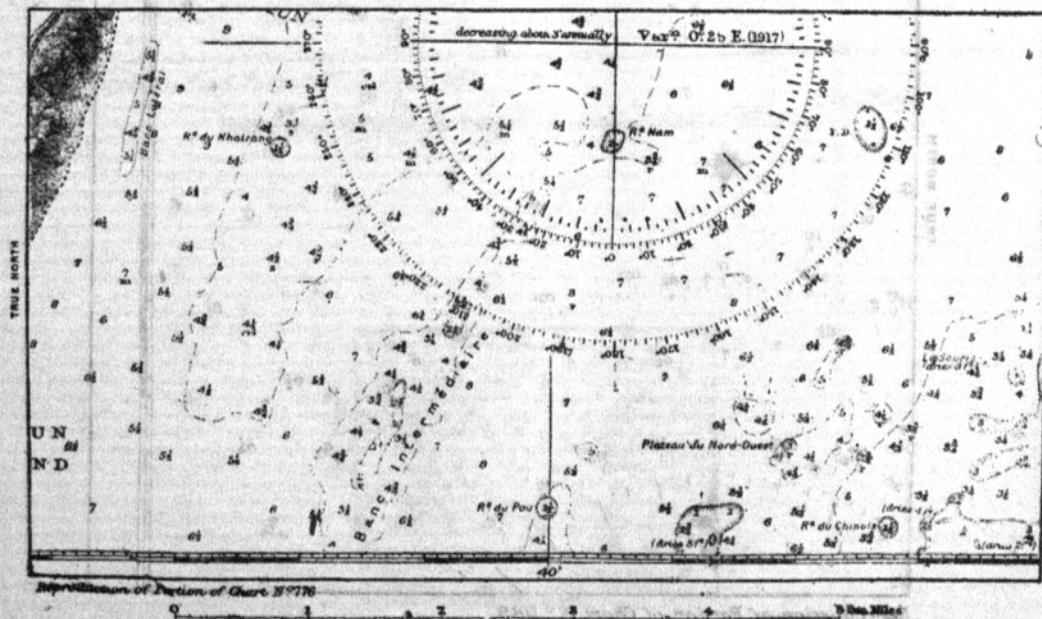
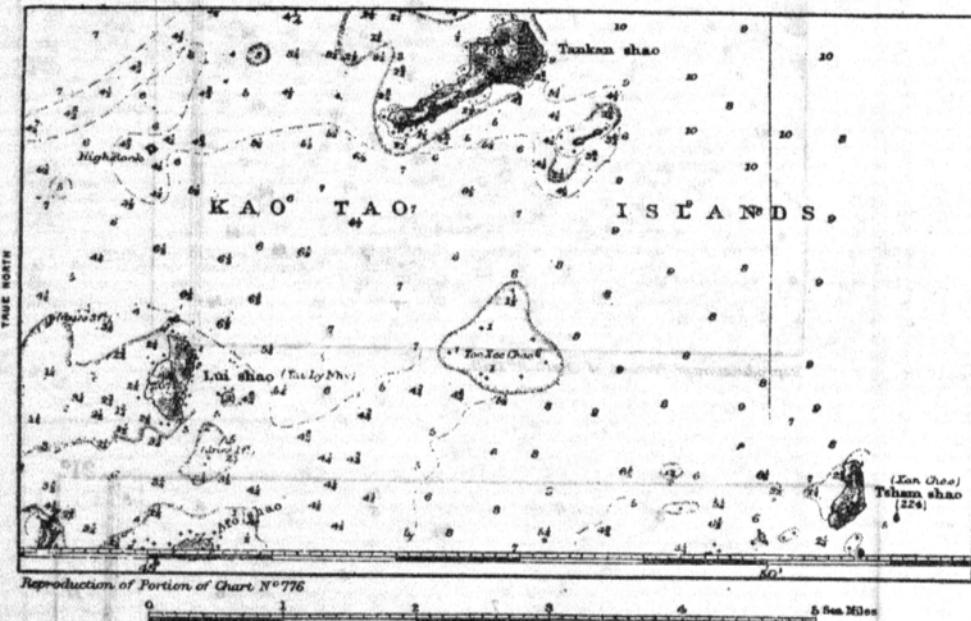
„ 1965, Kua lakh to Kao tao islands.

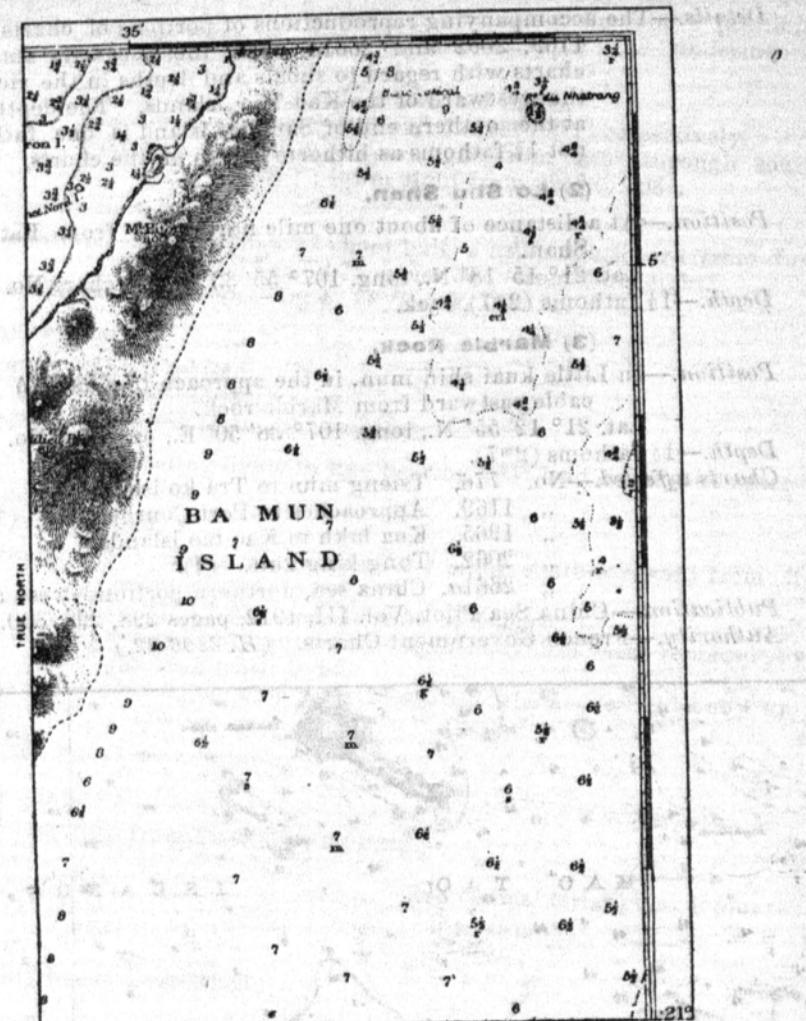
„ 2062, Tong king gulf. (1).

„ 2661a, China sea, northern portion—western sheet. (1).

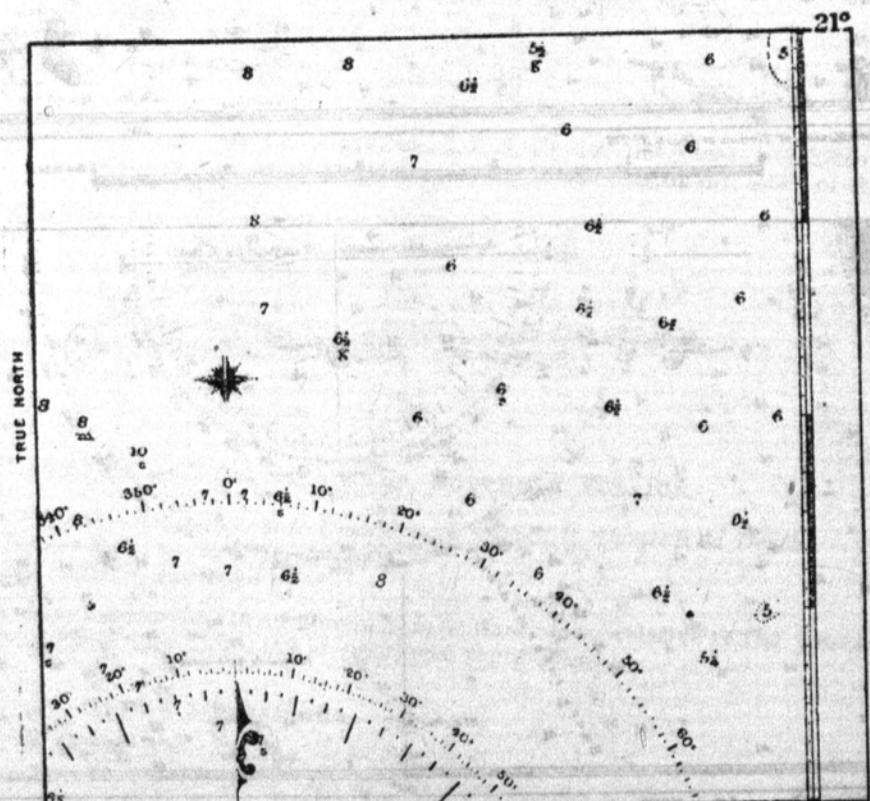
Publication.—China Sea Pilot, Vol. III, 1912, pages 298, 299, 300.

Authority.—French Government Charts. (H. 3196-22.)





Reproduction of Portion of Chart N° 1169.

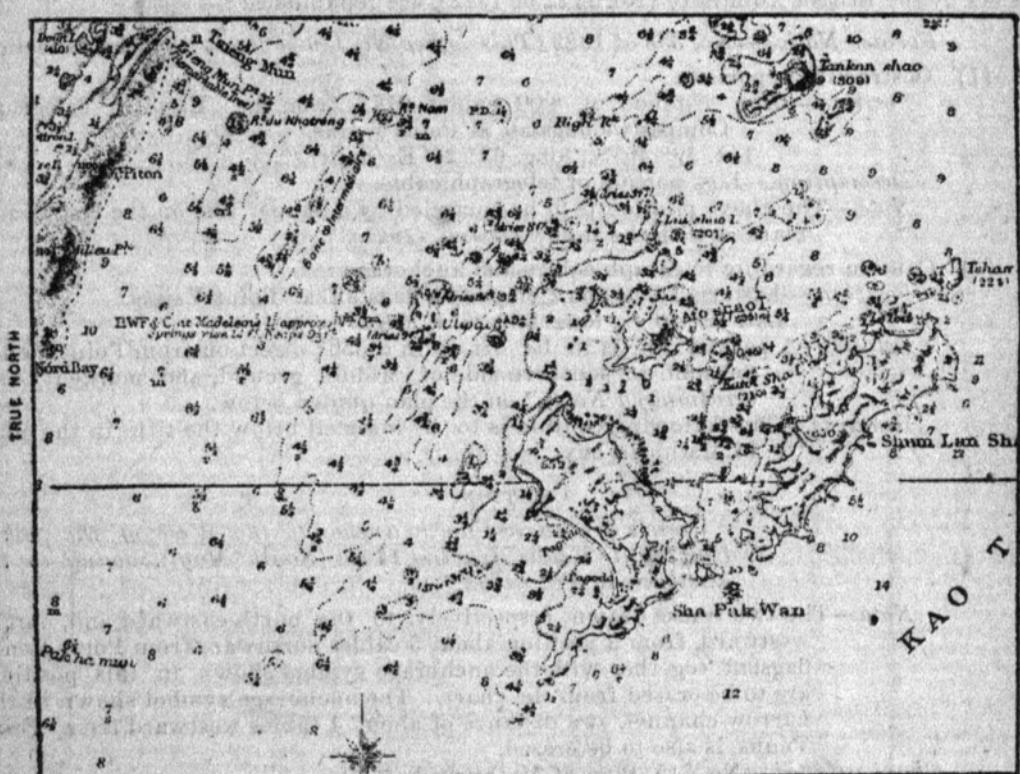


Reproduction of Portion of Chart N° 1169.



Reproduction of Portion of Chart N° 2062.

0 10 20 Sea Miles



Reproduction of Portion of Chart N° 1965

0 5 10 Sea Miles



Reproduction of Portion of Chart N° 2661

0 10 20 Sea Miles

RED SEA.

Cable Buoy disappeared.

No. 354 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1121 of 1922), are republished:—

Former Notice.—No. 704 of 1922. (*This office No. 248 of 1922*); hereby cancelled.

Details.—The cable buoy temporarily established in lat. $13^{\circ} 05' 00''$ N., long. $43^{\circ} 07' 45''$ E., is no longer in position.

Charts which were temporarily affected.—No. 3180, Straits of Bab-el-mandeh and approaches.

“ 8e, Red sea—sheet V.

“ 2523, Red sea.

Publication.—Red Sea, &c., Pilot, 1921, page 35.

Authority.—Eastern Telegraph Company. (H. 1314-22.)

INDIAN OCEAN—RODRIGUEZ ISLAND.

Mathurin Bay—Existence of Obstruction; Caution regarding Telegraph Cables and Anchorage.

No. 355 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1122 of 1922), are republished:—

Former Notice.—No. 358 of 1922 (*This office No. 136 of 1922*); hereby cancelled.

(1) *Obstruction reported:*

Position.—At a distance of 8·00 cables 017° from the Eastern Telegraph Company's flagstaff at Point Venus.

Lat. $19^{\circ} 40'$ S., long. $63^{\circ} 26'$ E. (*approx.*).

Description.—Lost portion of telegraph cable.

Note.—The above position is to be encircled by a danger line on the charts and marked with the note “*Obstrn. (1921)*.”

(2) *Caution regarding telegraph cables and anchorage:*

Position.—Eastern Telegraph Company's flagstaff at Point Venus.

Lat. $19^{\circ} 40'$ S., long. $63^{\circ} 26'$ E. (*approx.*).

Details.—A pecked line is to be drawn in a 350° direction from Point Venus flagstaff to southern side of Middle ground, and marked “(see Cautionary Note),” on the plan quoted below.

Remarks.—The following caution is to be inserted below the title in the plan of Mathurin bay.

CAUTION.

“*Vessels are warned not to anchor to the West of the pecked line Point Venus bearing 170° (South Mag.), owing to the existence of Tel. cables.*”

Note.—The two tracks drawn respectively to the north-eastward and north-westward, from a position about 5 cables northward from Point Venus flagstaff, together with the anchorage symbol shown in this position, are to be erased from the chart. The anchorage symbol shown in the narrow channel, at a distance of about 4 cables westward from Point Venus, is also to be erased.

Chart affected.—No. 715, Plan of Mathurin bay.

Publication.—South Indian Ocean Pilot, 1911, pages 149, 150.

Authority.—Eastern Telegraph Company and H.M.S. Southampton Hyd. Note No. 1 of 1922. (H. 8829-22.)

AUSTRALIA—QUEENSLAND.

Archer Point Light—Amended Sectors.

No. 356 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1128 of 1922), are republished:—

Position.—Lat. $15^{\circ} 36'$ S., long. $145^{\circ} 20'$ E. (*approx.*).

New abridged description.—Lt. F. W. R. G., 240 ft. vis. 20 m.

Character.—*Fixed*, with white, red and green sectors.

Alteration.—The limits of the sectors are now as follows:—

Red from 160° to 166° .

White thence to 171° .

Green thence to 177° .

Obscured thence to 229° .

White thence to Cape Tribulation.

Note.—The eastern edge of green light now intersects Dee reef at the position of the black square beacon, and not at the western edge of Dee reef as stated in the Admiralty List of Lights.

Charts affected.—No. 2923, Hope islands to Turtle group.

” 2764, Coral sea and Great Barrier reefs—sheet 2.

Publications.—List of Lights, Part VI, 1922, No. 2739.

Australia Pilot, Vol. IV, 1917, page 213.

Authority.—The Director of Lighthouses, Melbourne. (H. 8049-19.)

SOUTH AUSTRALIA—SPENCER GULF.

Port Lincoln Township—Alteration in Character of Light.

No. 357 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1130 of 1922), are republished:—

Position.—On the outer end of the western (town) jetty at Port Lincoln township.

Lat. $34^{\circ} 43' S.$, long. $135^{\circ} 52' E.$ (approx.).

New abridged description.—Lt. Fl. 14 ft., vis. 5 m. (U).

Details.—The fixed red light has been replaced by a *flashing white* light every half second.

Elevation.—14 feet (4^m3).

Visibility.—5 miles.

Structure.—Iron tower, painted white.

Remarks.—The light is unwatched.

Charts affected.—No. 784, Port Lincoln.

” 2389, St. Vincent and Spencer gulfs.

” 1061, Cape Catastrophe to the Great Australian bight.

Publications.—List of lights, Part VI, 1922, No. 2313.

Australia Pilot, Vol. I, 1918, page 164.

Authority.—Adelaide Notice No. 1023 of 1922. (H. 4248-22.)

JAPAN, HONSHU—KII CHANNEL.

Tanabe Wan—Leading lights and light established.

No. 358 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1141 of 1922), are republished:—

(1) *Leading lights established:*

(a) *Front light:*

Position.—On the outer end of Tanabe pier on the east side of entrance to Aizu Gawa and at a distance of 0·90 of a cable 254° from storm signal station flagstaff.

Lat. $33^{\circ} 43' N.$, long. $135^{\circ} 22' E.$ (approx.).

(b) *Rear light:*

Position.—At a distance of 0·60 of a cable 067° from front light.

Abridged description.—Lt. F., in each case.

Character.—*Fixed white* in each case.

(2) *Light established:*

Position.—On Tatedohotoke iwa, at a distance of 1·40 cables 166° from the 88 feet (26^m8) Δ of Saita yama.

Lat. $33^{\circ} 43' N.$, long. $135^{\circ} 21' E.$ (approx.).

Abridged description.—Lt. F. R.

Character.—*Fixed red.*

Charts affected.—No. 1945, Tanabe wan.

” 951, Osaki wan to Owashi wan.

” 2875, Naikai (Seto uchi) or Inland Sea.

Publications.—List of Lights, Part VI, 1922, Nos. 2007a and b.

Japan Pilot, 1914, pages 125, 126.

Authority.—Tokyo Notice No. 194 of 1922. (H. 3913-22.)

INDIA—WEST COAST.

BOMBAY HARBOUR.

Steam Pilot vessel replaced on station.

No. 359 (*third publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 67M. of 1922), are republished :—

Former Notice No. 62-M. of 1922. (This Office No. 320 of 1922.)

Position.—Sunk Rock Light House N. (T) Malbar Point ϕ Colaba Point.

Details.—The Steam Pilot Vessel which was temporarily removed has now been replaced on her Station.

Charts affected.—No. 655, Port of Bombay.

“ 2621, Bombay Harbour.

“ 737, Arnala Island to Kundari Island.

Publications.—West Coast of India Pilot, 1919, page 228.

Authority.—The Port Officer, Bombay, 9th August 1922.

PERSIAN GULF—MAKRAN COAST.

Chahbar Bay—Amended Height of Light.

No. 360 (*third publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 69M. of 1922), are republished :—

Position.—Lat. $25^{\circ} 16' N.$ }
Long. $60^{\circ} 37' E.$ } (approx.).

Details.—The height of the white fixed light shown from the roof of Chahbar Telegraph Office, is approximately 36 feet above high water and not 10 feet as stated in the undermentioned publication.

Chart affected.—No. 38, Maskat to Karachi.

Publications.—Persian Gulf Pilot, 1915, page 181.

Admiralty List of Lights, Part VI, 1922, No. 293.

Indian List of Lights, 40th issue, 1921, No. 42.

Authority.—The Commanding Officer, H. M. S. “Cyclamen”, dated Colombo, 1st July 1922.

P. G. GLANVILLE, COMMANDER., R.I.M.,
Deputy Port Officer of Calcutta.



The Calcutta Gazette

WEDNESDAY, SEPTEMBER 27, 1922.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are republished for general information.

P. G. GLANVILLE, COMMANDER, R.I.M.,
Deputy Port Officer of Calcutta.

H. E. SPRY,

Secretary to the Government of Bengal, Marine Department (offg.).

CALCUTTA, the 27th September 1922.

CHINA, NORTH COAST—CHEFU DISTRICT, PECHILI STRAIT.

Howki island light—New apparatus to be installed; Existing light to be discontinued; Provisional lights to be established.

No. 880 (*first publication*).—The Coast Inspector, Shanghai, has given Notice (No. 757 of 1922) that, on or about the 1st September 1922, the existing Howki Island Light will be discontinued and the installing of a new lighting apparatus will be commenced.

During the time that these alterations are being made, two provisional lights will be exhibited from the gallery of the Lighthouse, one being on the north side and one on the south side of the tower.

These provisional lights will each show a flashing white light every 10 seconds, thus:—

Light	...	...	...	1 second,
Eclipse	...	...	...	9 seconds,

and will be so arranged that one or the other of the lights will be visible all round, in clear weather, for a distance of about 10 miles.

The installation of the new light will be completed during December 1922, due notice of which will be given.

The new light, when exhibited, will show one flash every 20 seconds.

CHINA, EAST COAST—ENTRANCE TO KIAOCHOW BAY.

Huichuen Point south-west buoy—Automatic whistle discontinued.

No. 881 (*first publication*).—The Coast Inspector, Shanghai, has given Notice (No. 758 of 1922) that the automatic whistle of the Huichuen Point South-west Buoy, Entrance to Kiaochow Bay, has been discontinued. Other characteristics of this Buoy remain unchanged.

This Notice is issued on information received from the Japanese Government Authorities at Tsingtao.

PERSIAN GULF.

SHATT-AL-ARAB.

Re :—*Depths on the Outer Bar.*

No. 382 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 75M. of 1922), are republished :—

Position.—Lat. $29^{\circ} 50' N.$, Long. $48^{\circ} 42' E.$ (approx.).

(a) *Details.*—From a position 245° , distance 1 cable from the Fairway light-buoy and thence to a position 308° , distance 2·63 miles; greater soundings were obtained to a depth of $3\frac{1}{2}$ to 4 feet than those shown on the chart No. 1253.

(b) *Details.*—At the position 220° , distance 7 cables from Tidal Semaphore, the depths shoaled and thence to a position 319° , distance 3·45 miles the depths were found to be less by about 2 feet than those shown on the chart quoted in (a).

Remarks.—Deeper water was found when passing about $2\frac{1}{2}$ cables to the eastward of the buoys Nos. 3, 4, 5 and 6 on leaving the river.

Charts affected.—No. 1253, Shatt-al-Arab—Outer Bar to Fao.
,, 1235, Mouth of the Euphrates.

Publication.—Persian Gulf Pilot, 6th Edition, 1915, pages 280, 283, Supplement No. 6, 1921.

Authority.—The Commanding Officer, H. M. S. “Espiegle” Hydrographic Note No. 2, dated 17th August 1922.

PERSIAN GULF.

SHATT-AL-ARAB.

Fao—*Alteration in period of Light.*

No. 383 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 76M. of 1922), are republished :—

Former Notice No. 45-M. of 1922 (1048—Admiralty of 1922). Calcutta Notice No. 225 of 1922.

Position.—At a distance of about 1 cable southward of the Jetty at Fao.
Lat. $29^{\circ} 58' N.$, Long. $48^{\circ} 29' E.$ (approx.).

Details.—The period of the red flashing light is reported to be $7\frac{1}{2}$ seconds thus :—

Flash.	Eclipse.
1 Sec.	$6\frac{1}{2}$ Sec.

Charts affected.—No. 1253, Shatt-Al-Arab—Outer Bar to Fao.

,, 1235, Mouth of the Euphrates.

,, 2837b, Persian Gulf—Western Sheet.

Publications.—Admiralty List of Lights, Part VI, 1922, No. 307.
Indian List of Lights, 40th issue, 1921, No. 32.

Authority.—The Commanding Officer, H. M. S. “Espiegle” Hydrographer Note No. 2, dated 17th August 1922.

BAY OF BENGAL, INDIA.

COROMANDEL COAST.

Masulipatam—Anchorage Buoy to be removed.

No. 384 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 77M. of 1922), are republished:—

Position.—At a distance of about 5½ miles eastward of the flagstaff.
Lat. 16° 09' N., Long. 81° 15' E. (approx.).

Details.—The black conical anchorage buoy will be removed on 1st October 1922 and will not be replaced until further notice.

Charts affected.—No. 1894, Ramapatanam to Narsapur Point, with plan.

“ 828, Cape Comorin to Cocanada.

“ 70, Bay of Bengal.

Publication.—Bay of Bengal Pilot, Fifth Edition, 1921, page 239.

Authority.—Madras Notice to Mariners No. 69 of 1922.

The 8th September 1922.

SUMATRA, EAST COAST—JAMBIE BAY.

Kwala Niur Entrance—Light on Light-Buoy extinguished.

No. 376 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1219 of 1922), are republished:—

Position.—At a distance of about 5 miles northward of Tanjong Solok.
Lat. 0° 55' S., long. 103° 49' E. (approx.).

Details.—The flashing white light on this light-buoy has been extinguished, the framework supporting the light having been destroyed.

Note.—The light is to be expunged from the charts.

Charts affected.—No. 1789, Channels between Sumatra, Linga and Singkep.

“ 2757, Banka strait to Singapore.

Publication.—China Sea Pilot, Vol. II., 1915, page 299.

Authority.—Hague Notice No. 1368 of 1922. (H. 4390-22.).

EASTERN ARCHIPELAGO—TIMOR, WEST COAST.

Semau Island—Light established.

No. 377 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1228 of 1922), are republished:—

Position.—At a distance of about three-quarters of a mile south-westward from Tanjong Kurong, at the northern end of the island.

Lat. 10° 07' 40" S., long. 123° 26' 42" E. (approx.), on chart No. 3296.

Abridged description.—Lt. Fl. ev. 4 sec., vis. 25 m.

Character.—Flashing white every four seconds, thus:—

Flash, 1 sec.	eclipse, 3 sec.
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Visibility.—25 miles.

Charts affected.—No. 3296, Kupang bay and Roti strait.
 " 475, North-west coast of Australia.
 " 942a, Eastern archipelago—sheet 3.
 " 2759a, Australia—northern portion.

Publications.—List of Lights, Part VI., 1922, No. 948a.
 Eastern Archipelago Pilot, Part II., 1913, page 304.

Authority.—Hague Notice No. 850 of 1922. (H. 2715-22.).

CHINA, EAST COAST—YANG TSE KIANG APPROACHES.

Shaweishan Island—Wreck northward of.

No. 378 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1229 of 1922), are republished:—

Position.—At a distance of about 52½ miles northward from Shaweishan island.
 Lat. 32° 18' 00" N., long. 122° 10' 00" E. (*approx.*).

Description.—Sunken wreck of the SS. *Kankyu Maru*.

Remarks.—It is stated that no portion of the wreck is visible.

Charts affected.—No. 3480, Shantung promontory to Nagasaki.

" 2412, Amoy to Nagasaki.

" 1262, Hongkong to Gulf of Liau-tung.

Authority.—Shanghai Notice No. 629 of 1922. (H. 4191-22.).

PERSIAN GULF.

Bahrein Harbour—“West Spit” buoy relaid.

No. 379 (*second publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 72M. of 1922), are republished:—

Former Notice No. 70-M. of 1922. (This Office No. 375 of 1922.)

Details.—The red conical buoy of the extreme of West Spit, which had broken adrift, was relaid in position on the 24th August 1922.

Position.—Lat. 26° 16' 3" N. } approximate.
 Long. 50° 32' E. }

Charts which were temporarily affected.—No. 20, Bahrein Harbour.

" 2837b, Persian Gulf, Western Sheet.

Publication.—Persian Gulf Pilot, 1915, page 125.

Authority.—The Commanding Officer, R. I. M. S. “Nearchus”, Bushire Telegram dated 25th August 1922.

The 1st September 1922.

SOUTH AUSTRALIA—SPENCER GULF.

Wallaroo Bay—Light established; Buoy withdrawn.

No. 361 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1152 of 1922), are republished:—

(a) *Light established:*

Position.—On the south-western edge of the western end of Moonta shoal at a distance of 2·10 miles 315° from the flashing white and red light on the outer end of the western jetty at Wallaroo.
 Lat. 33° 54'S., long. 137° 35'E. (*approx.*).

Abridged description.—Lt. Fl. 23 ft., vis. 9 m. (U).

Characteristics:

Character.—Flashing white every half second.

Elevation.—23 feet (7m0).

Visibility.—9 miles.

Structure.—White framework tower on piles.

Remarks.—The light is unwatched.

(b) *Buoy withdrawn:*

Position.—On the south-eastern edge of Moonta shoal.

Description.—A red perch buoy, with staff and ball.

Charts affected.—No. 402, Ticker point to Cape Elizabeth.
" 2389, St. Vincent and Spencer gulfs.

Publications.—List of Lights., Part VI, 1922, No. 2324a.
Australia Pilot, Vol. I, 1918, pages 212, 213.

Authority.—Adelaide Notices Nos. 1 and 5 of 1922. (H. 4296-22.)

BORNEO, SOUTH COAST.

Barito River Entrance—Light-Vessel replaced by Light-Buoy.

No. 362 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1153 of 1922), are republished:—

Former Notice.—No. 622 of 1922. (This Office No. 228 of 1922.)

Position.—On the outer bar at a distance of about 6 miles southward from Tanjung Burung.

Lat. $3^{\circ} 39' S.$, long. $114^{\circ} 29' E.$ (approx.).

Details.—The light-vessel exhibiting an occulting white light has been replaced by a light-buoy, painted white, exhibiting an *occulting white light every six seconds*, thus:

<u>Light,</u>	<u>eclipse,</u>
3 sec.	3 sec.

Charts affected.—No. 3029, Tanjung Selatan to Tanjung Malatayur.

" 94lb, Eastern archipelago—sheet 2.

Publications.—List of Lights, Part VI, 1922, No. 1080.
Eastern Archipelago Pilot, Part II, 1913, page 333;

Supplement No. 5, 1921.

Authority.—Hague Notice No. 1254 of 1922. (H. 4014-22.)

SOUTH AFRICA—NATAL DURBAN.

Cape Natal—Intended Alteration in Character of Light.

No. 363 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1159 of 1922), are republished:—

Date of alteration.—During July 1922.

Position.—Near the north-eastern extremity of The Bluff.

Lat. $29^{\circ} 53' S.$, long. $31^{\circ} 04' E.$ (approx.).

New abridged description.—Lt. Gp. Fl. (3) ev. 20 sec., 282 ft., vis. 24 m.

Details.—The flashing white light (shown as a revolving white light on some copies of the charts) will be replaced by a group *flashing white light showing three flashes every twenty seconds*. During the period alterations are in progress a small temporary *flashing white light every five seconds*, will be exhibited from the top of the dome of the lighthouse.

Power.—150,000 candles (approx.).

Remarks.—The remaining characteristics will be unaltered.

Charts affected.—No. 2908, Durban.

" 643, Durban and approaches.

" 2088, Umtamvuna river to Tugela river.

" 2095, Hondeklip bay to Port Natal.

" 748a, Indian ocean—southern portion.

Publications.—List of Lights, Part VI, 1922, No. 48.

Africa Pilot, Part III, 1915, page 168.

Authority.—Johannesburg Notice No. 362 of 1922. (H. 4186-22.)

CHINA SEA—FORMOSA.

Bashi Channel—North Bashi Rocks to be erased from Chart.

No. 364 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1161 of 1922), are republished:—

Former Notice.—No. 1995 of 1921. (This Office No. 8 of 1922.)

Position.—Lat. $21^{\circ} 12' N.$, long. $122^{\circ} 06' E.$ (approx.).

Remarks.—North Bashi rocks, which do not exist, are to be erased from the above position on chart No. 781.

Chart affected.—No. 781, Pacific ocean—north-west sheet.

Authority.—Hydrographic Department. (H. 4469-22.)

PHILIPPINE ISLANDS—LUZON, MANILA BAY.

La Monja—Light to be inserted on Chart.

No. 365 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1162 of 1922), are republished:—

Former Notice.—No. 388 of 1922. (*This Office No. 155 of 1922.*)
Position.—Lat. $14^{\circ} 23'$ N., long. $120^{\circ} 31'$ E. (*approx.*).

Abridged description.—Lt. Gp. Fl. (2) R ev. 5 sec.

Remarks.—This light is to be inserted in the above position on chart No. 2577.
Chart affected.—No. 2577, Philippine islands between San Bernardino and Mindoro straits.

Authority.—Hydrographic Department. (H. 4469-22)

JAPAN, KOREA STRAIT—TSU SIMA.

Ko Zaki Lighthouse destroyed—Note to be inserted on Charts.

No. 366 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1166 of 1922), are republished:—

Former Notice.—No. 876 of 1922. (*This Office No. 289 of 1922.*)
Position.—On the southern extremity of Tsu sima.

Lat. $34^{\circ} 05'$ N., long. $129^{\circ} 13'$ E. (*approx.*).

Remarks.—The note “*Destroyed (1922)*,” concerning this lighthouse, is to be inserted against Ko zaki light on charts Nos. 358 and 2347.

Charts affected.—No. 358, Western coasts of Kyushu and Honshū.
 ” 2347, Honshū, Kyushu, and Shikoku, &c.

Authority.—Hydrographic Department. (H. 4469-22.)

NORTH PACIFIC OCEAN—LIU KIU ISLANDS.

Okinawa Group—Shoal reported southward of, to be inserted on Charts.

No. 367 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1167 of 1922), are republished:—

Former Notice.—No. 1024 of 1922. (*This Office No. 332 of 1922.*)

Position.—Lat. $25^{\circ} 37'$ N., long. $127^{\circ} 18'$ E (*approx.*).

Depth.—6 fathoms (11 m).

Remarks.—This shoal, together with the note “(E.D.),” is to be inserted in the above position on charts Nos. 1262 and 1263.

Charts affected.—No. 1262, Hongkong to Gulf of Lian-tung.

” 1263, China sea.

Authority.—Hydrographic Department. (H. 4469-22.)

RED SEA—EASTERN SHORE.

(1) *Sherm Rabegh—Beacons destroyed.*

(2) *Sherm Rabegh approaches—Buoy disappeared, Beacons destroyed.*

(3) *Yenbo approaches—Beacon partially destroyed.*

No. 368 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1171 of 1922), are republished:—

(1) **Sherm Rabegh.**

(a) Leading beacons destroyed:

Position.—At distances of about 3 cables northward and 6 cables north-eastward respectively from Ras el Muraimik.
 Lat. $22^{\circ} 45'$ N., long. $39^{\circ} 00'$ E. (*approx.*).

Description.—Leading beacons, painted black and white.

Remarks.—These two beacons, together with the leading line, are to be erased from plan of Sherm Rabegh on chart No. 926.

(b) Beacon destroyed:

Position.—On southern side of entrance to harbour, at a distance of about 3 cables north-westward from the 13 feet (4 m) ▲ at Ras Abu Dibsa.

Description.—Beacon, 15 feet (4.6 m) high.

Remarks.—This beacon is to be erased from plan quoted in (1) (a).

(c) Beacon destroyed :

Position.—On northern side of entrance to harbour, on the southern extreme of Kad el Sheikh.

Description.—Beacon, painted red and white.

Remarks.—This beacon is to be erased from plan quoted in (1) (a).

(2) Sher'm Rabegh Approaches.

(a) Buoy disappeared.

Position.—At a distance of about 8 cables north-westward from Tanta rock.
Lat. $21^{\circ} 44'$ N., long. $38^{\circ} 55'$ E. (approx.).

Description.—A red conical buoy with topmark.

Remarks.—This buoy is to be erased from the charts.

(b) Beacons marking reefs, destroyed.

Position.

(i) North-western edge of Abu Sahim. Lat. $22^{\circ} 41'$ N., long. $38^{\circ} 53'$ E. (approx.).

(ii) South-eastern edge of Shab el Abyad. Lat. $22^{\circ} 43'$ N., " $38^{\circ} 48'$ E. "

(iii) Southern edge of Shab el Khamsa. Lat. $22^{\circ} 45'$ N., " $38^{\circ} 37'$ E. "

Remarks.—These three beacons are to be erased from the charts.

(3) Yenbo Approaches.

Position.—On Schermo reef.

Lat. $24^{\circ} 05'$ N., long. $37^{\circ} 51'$ E (approx.).

Remarks.—The note “(remains of)” is to be inserted on the charts against Schermo beacon, of which only the base remains.

Charts affected.—No. 926, Plan of Sher'm Rabegh. (1), (2) (a).

" 8b, Red sea—sheet 2. (1) (c), (2), (3).

" 8c, Red sea—sheet 3. (2) b (i).

" 2523, Red sea. (2), (3).

Publication.—Red Sea and Gulf of Aden Pilot, 1921, pages 214, 219, 220, 221.

Authority.—H. M. S. *Cornflower*, Hyd. Note No. I of 1922. (H. 4405-22.)

BORNEO, EAST COAST—SESAJAP RIVER ENTRANCE.

Johanna Reef—Amended Depth on Shoal westward of.

No. 369 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1179 of 1922), are republished :—

Former Notice.—No. 1141 of 1921. (This Office No. 310 of 1921.)

Position.—At a distance of about $4\frac{1}{2}$ miles southward of the southern extremity of Bunju.

Lat. $3^{\circ} 22' 24''$ N., long. $117^{\circ} 50' 46''$ E., on chart No. 3577.

Depth.— $3\frac{1}{2}$ fathoms (6m9), instead of three-quarters of a fathom (1m4).

Charts affected.—No. 3577, Sesajap and Bulungan rivers.

" 2636, North part of the Strait of Makassar.

" 2660b, China sea, southern portion—eastern sheet.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 441.

Authority.—Hague Notice No. 1082 of 1921. (H. 3773-21.)

JAPAN—INLAND SEA, GULF OF OSAKA.

Osaka Road—Wreck in Approach.

No. 370 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1180 of 1922), are republished :—

Position.—At a distance of approximately 5 miles 262° from the occulting red light on the outer end of the southern break-water at the entrance to Osaka ko.

Lat $34^{\circ} 38'$ N., long. $135^{\circ} 18'$ E. (approx.).

Description.—Sunken wreck of a sailing vessel, with one mast visible above water.

Charts affected.—No. 16, Kobe and Osaka.

" 3566, Izumi nada and Harima nada.

" 2875, Naikai (Seto uchi) or Inland sea.

Authority.—Tokyo Notice No. 246 of 1922. (H. 4549-22.)

JAPAN—INLAND SEA.

Motoyama Zaki—Wreck south-westward of.

No. 371 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1181 of 1922), are republished:—

Position.—At a distance of about $2\frac{1}{2}$ miles south-westward from Motoyama zaki.

Lat. $33^{\circ} 54' 53''$ N., long. $131^{\circ} 07' 30''$ E., on chart No. 3225.

" $33^{\circ} 54' 53''$ N., " $131^{\circ} 08' 05''$ E., " " " 2875.

Description.—Sunken wreck of a vessel.

Charts affected.—No. 3225, Shimonoseki kaikyo to Maruyama zaki.
" 2875, Naikai (Seto uchi) or Inland sea.

Authority.—Tokyo Notice No. 229 of 1922. (H. 4413-22.)

SOUTH AUSTRALIA—ST. VINCENT GULF.

Port Adelaide Harbour—Amended Tidal Information.

No. 372 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1187 of 1922), are republished:—

The mean tide level and the datum to which soundings are reduced at Port Adelaide is as undermentioned and not as hitherto shown on the Admiralty charts; the charts are to be amended accordingly.

MEAN TIDE LEVEL.— $4\frac{1}{2}$ feet ($1^{\text{m}}37$).

DATUM TO WHICH SOUNDINGS ARE REDUCED.— $12\cdot73$ feet ($3^{\text{m}}88$) below a Bench Mark in the Dockyard at Glanville.

The remaining particulars of tidal information for Port Adelaide given on the Admiralty charts are to be expunged and the following note substituted:—"See Admiralty Tide Tables Part I."

Charts affected.—No. 471, Port Adelaide harbour.

" 1750, Port Adelaide.

" 2389, St. Vincent and Spencer gulfs, with plan.

Publication.—Australia Pilot, Vol. I, 1918, pages 297, 298.

Authority.—South Australian Harbours Board. (H. 421-22.).

KOREA, SOUTH-WEST COAST—YELLOW SEA.

Thornton Island—Amended Position of and Depth over Rock south-eastward of.

No. 373 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1192 of 1922), are republished:—

Former Notice.—No. 928 of 1922. (This Office No. 309 of 1922.)

Position.—At a distance of about $3\frac{1}{2}$ cables northward from position given in former Notice.

Lat. $33^{\circ} 55' 24''$ N., long. $126^{\circ} 20' 16''$ E., on chart No. 3365.

Depth.—2 fathoms ($3^{\text{m}}7$), instead of less than 6 feet as formerly stated.

Note.—The amended position of the above rock is close northward of wreck mentioned in former Notice.

Foul ground exists between the above position and the southern end of Thornton island. The note ("Foul") is to be inserted on the charts accordingly.

Charts affected.—No. 3365, Port Hamilton to Mackau group.

" 104, Korean archipelago, southern portion.

Publication.—China Sea Pilot, Vol. V, 1912, page 655.

Authority.—Chosen Notice No. 129 of 1922. (H. 4212-22).

JAPAN—HONSHU, NORTH-WEST COAST.

Port Ine—Shoals to be inserted on Chart No. 2174.

No. 374 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1193 of 1922), are republished :—

Former Notice.—No. 366 of 1922. (*This Office No. 139 of 1922.*)

Position.—Ao sima, lat. $35^{\circ} 40'$ N., long. $135^{\circ} 17'$ E. (*approx.*).

Details.—The following shoals, notified in the former Notice quoted above, are to be inserted on chart No. 2174.

Distance and bearing from eastern extreme of Ao sima.	Depth.
--	--------

(a) 4·0 cables 205°	10 fathoms ($18^{\text{m}}3$), rock.
(b) 5·8 ,, 141°	$3\frac{1}{2}$,, ($6^{\text{m}}4$) ,,

Chart affected.—No. 2174, Amarube zaki to Ando zaki.

Authority.—Hydrographic Department. (H. 4654-22.)

PERSIAN GULF.

Bahrein Harbour—“West Spit” Buoy Broken adrift.

No. 375 (*third publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 70M. of 1922), are republished :—

Details.—The Master of the s.s. “Barjora” reports that the red conical buoy off the extreme of West Spit is out of position and at present lies approximately in the following position.

Position approx.—At a distance of about 7 cables, 195° from its former position.

Charts affected.—No. 20, Bahrein Harbour.
 ,, 2837b, Persian Gulf, Western Sheet.

Publication.—Persian Gulf Pilot, 1915, page 125.

Authority.—The Commanding Officer, H. M. S. “Triad”, Bushire, dated 16th August 1922.

P. G. GLANVILLE, COMMANDER., R.I.M.,
Deputy Port Officer of Calcutta.



The Calcutta Gazette

WEDNESDAY, OCTOBER 4, 1922.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are republished for general information.

P. G. GLANVILLE, COMMANDER, R.I.M.,

Deputy Port Officer of Calcutta.

H. E. SPRY,

Secretary to the Government of Bengal, Marine Department (offg.).

CALCUTTA, the 22nd September 1922.

AUSTRALIA, EAST COAST—QUEENSLAND.

Coral reef, south of Lady Elliott Island.

No. 385 (*first publication*).—With reference to Notice to Mariners No. 330 of 1918, issued by this office regarding the above, the Portmaster, Brisbane, has given further Notice (No. 2 of 1922) that Captain H. P. Upward, of the SS. "Mackarra," now reports having passed the reef and distinctly saw the bottom for a considerable distance. The reef is apparently of much greater extent than originally reported, and, being close to the track of deep-draught vessels, Masters are cautioned to observe due care when navigating in the locality, as the reef has not been surveyed.

When the reef was observed, Lady Elliott Island bore N. 28° W., distant 5½ miles, Lat. 24° 12' S., Long. 152° 48' E.

Charts affected:—Nos. 345 and 2763; "Australia Pilot," Vol. No. 4, page 63.

BAY OF BENGAL—BURMA COAST.

Rangoon river approach—China Bakir light-vessel replaced by another light-vessel.

No. 386 (*first publication*).—

Subject.—On or about the 10th October 1922, the China Bakir light-vessel will be removed and replaced by a light-vessel showing a fixed white light.

Position.—Lat. 16° 6½' N., Long. 96° 10½' E. with China Bakir lighthouse bearing North (True).

Visibility.—12 miles.

Remarks.—Day marks will be the same as those of the present light-vessel.

Charts affected.—No. 823, Koronge island to White Point.

" 830, Bassein river to Pulo Penang.

" 70, Bay of Bengal.

Publications.—List of Lights, Part VI, 1922, No. 643.

Bay of Bengal Pilot, 1921, page 434.

Authority.—Principal Port Officer, Burma, Rangoon, Notice No. 53 of 1922.

BAY OF BENGAL—BURMA COAST.

Rangoon river entrance—Spit light-vessel replaced by a Native Brig.

No. 387 (*first publication*).—

Subject.—On or about the 1st October 1922, the “Spit” light-vessel will be removed and replaced by a Native Brig painted red, with lower masts only with the word “SPIT” painted in white letters on both sides, showing a fixed white light.

Position.—Lat. $16^{\circ} 27' N.$, long. $96^{\circ} 22' E.$

Visibility.—10 miles.

Charts affected.—No. 70, Bay of Bengal.

” 823, Koronge island to White Point.
” 830, Bassein river to Pulo Penang.
” 833, Rangoon river and approaches.

Publications.—List of Lights, Part VI, 1922, No. 646.
Bay of Bengal Pilot, 1921, page 459.

Authority.—Principal Port Officer, Burma, Rangoon, Notice No. 54 of 1922.

The 27th September 1922.

CHINA, NORTH COAST—CHEFU DISTRICT, PECHILI STRAIT.

Howki island light—New apparatus to be installed; Existing light to be discontinued; Provisional lights to be established.

No. 380 (*second publication*).—The Coast Inspector, Shanghai, has given Notice (No. 757 of 1922) that, on or about the 1st September 1922, the existing Howki Island Light will be discontinued and the installing of a new lighting apparatus will be commenced.

During the time that these alterations are being made, two provisional lights will be exhibited from the gallery of the Lighthouse, one being on the north side and one on the south side of the tower.

These provisional lights will each show a flashing white light every 10 seconds, thus :—

Light	...	...	...	1 second,
Eclipse	...	...	...	9 seconds,

and will be so arranged that one or the other of the lights will be visible all round, in clear weather, for a distance of about 10 miles.

The installation of the new light will be completed during December 1922, due notice of which will be given.

The new light, when exhibited, will show one flash every 20 seconds.

CHINA, EAST COAST—ENTRANCE TO KIAOCHOW BAY.

Huichuen Point south-west buoy—Automatic whistle discontinued.

No. 381 (*second publication*).—The Coast Inspector, Shanghai, has given Notice (No. 758 of 1922) that the automatic whistle of the Huichuen Point South-west Buoy, Entrance to Kiaochow Bay, has been discontinued. Other characteristics of this Buoy remain unchanged.

This Notice is issued on information received from the Japanese Government Authorities at Tsingtao.

PERSIAN GULF.

SHATT-AL-ARAB.

Re:—*Depths on the Outer Bar.*

No. 382 (*second publication*).—The following particulars, etc., relative to the above issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 75M. of 1922), are republished:—

Position.—Lat. $29^{\circ} 50' N.$, Long. $48^{\circ} 42' E.$ (approx.).

(a) *Details.*—From a position 245° , distance 1 cable from the Fairway light-buoy and thence to a position 308° , distance 2·63 miles; greater soundings were obtained to a depth of $3\frac{1}{2}$ to 4 feet than those shown on the chart No. 1253.

(b) *Details.*—At the position 220° , distance 7 cables from Tidal Semaphore, the depths shoaled and thence to a position 319° , distance 3·45 miles the depths were found to be less by about 2 feet than those shown on the chart quoted in (a).

Remarks.—Deeper water was found when passing about $2\frac{1}{2}$ cables to the eastward of the buoys Nos. 3, 4, 5 and 6 on leaving the river.

Charts affected.—No. 1253, Shatt-al-Arab—Outer Bar to Fao.

“ 1235, Mouth of the Euphrates.

Publication.—Persian Gulf Pilot, 6th Edition, 1915, pages 280, 283, Supplement No. 6, 1921.

Authority.—The Commanding Officer, H. M. S. “Espiegle” Hydrographic Note No. 2, dated 17th August 1922.

PERSIAN GULF.

SHATT-AL-ARAB.

Fao—Alteration in period of Light.

No. 383 (*second publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 76M. of 1922), are republished:—

Former Notice No. 45-M. of 1922 (1048—Admiralty of 1922). Calcutta Notice No. 225 of 1922.

Position.—At a distance of about 1 cable southward of the Jetty at Fao.
Lat. $29^{\circ} 58' N.$, Long. $48^{\circ} 29' E.$ (approx.).

Details.—The period of the red flashing light is reported to be $7\frac{1}{2}$ seconds thus:—

Flash.	Eclipse.
1 Sec.	$6\frac{1}{2}$ Sec.

Charts affected.—No. 1253, Shatt-Al-Arab—Outer Bar to Fao.

“ 1235, Mouth of the Euphrates.

“ 2837b, Persian Gulf—Western Sheet.

Publications—Admiralty List of Lights, Part VI, 1922, No. 307.

Indian List of Lights, 40th issue, 1921, No. 32.

Authority.—The Commanding Officer, H. M. S. “Espiegle” Hydrographer Note No. 2, dated 17th August 1922.

BAY OF BENGAL, INDIA.

COROMANDEL COAST.

Masulipatam—Anchorage Buoy to be removed.

No. 384 (*second publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 77M. of 1922), are republished:—

Position.—At a distance of about $5\frac{1}{2}$ miles eastward of the flagstaff.
Lat. $16^{\circ} 09' N.$, Long. $81^{\circ} 15' E.$ (approx.).

Details.—The black conical anchorage buoy will be removed on 1st October 1922 and will not be replaced until further notice.

Charts affected.—No. 1894, Ramapatanam to Narsapur Point, with plan.

“ 828, Cape Comorin to Cocanada.

“ 70, Bay of Bengal.

Publication.—Bay of Bengal Pilot, Fifth Edition, 1921, page 239.

Authority.—Madras Notice to Mariners No. 69 of 1922.

The 8th September 1922.

SUMATRA, EAST COAST—JAMBIE BAY.

Kwata Niur Entrance—Light on Light-Buoy extinguished.

No. 376 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1219 of 1922), are republished:—

Position.—At a distance of about 5 miles northward of Tanjung Solok.

Lat. $0^{\circ} 55' S.$, long. $103^{\circ} 49' E.$ (approx.).

Details.—The flashing white light on this light-buoy has been extinguished, the framework supporting the light having been destroyed.

Note.—The light is to be expunged from the charts.

Charts affected.—No. 1789, Channels between Sumatra, Linga and Singkep.

” 2757, Banka strait to Singapore.

Publication.—China Sea Pilot, Vol. II., 1915, page 299.

Authority.—Hague Notice No. 1368 of 1922. (H. 4390-22.).

EASTERN ARCHIPELAGO—TIMOR, WEST COAST.

Semau Island—Light established.

No. 377 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1228 of 1922), are republished :—

Position.—At a distance of about three-quarters of a mile south-westward from Tanjung Kurong, at the northern end of the island.

Lat. $10^{\circ} 07' 40''$ S., long. $123^{\circ} 26' 42''$ E. (*approx.*), on chart No. 3296.

Abridged description.—Lt. Fl. ev. 4 sec., vis. 25 m.

Character.—Flashing white every four seconds, thus :—

Flash,	eclipse,
$\frac{1}{sec.}$	$\frac{3}{sec.}$

Visibility.—25 miles.

Charts affected.—No. 3296, Kupang bay and Roti strait.

” 475, North-west coast of Australia.

” 942a, Eastern archipelago—sheet 3.

” 2759a, Australia—northern portion.

Publications.—List of Lights, Part VI., 1922, No. 948a.

Eastern Archipelago Pilot, Part II., 1913, page 304.

Authority.—Hague Notice No. 850 of 1922. (H. 2715-22.).

CHINA, EAST COAST—YANG TSE KIANG APPROACHES.

Shaweishan Island—Wreck northward of.

No. 378 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1229 of 1922), are republished :—

Position.—At a distance of about $52\frac{1}{2}$ miles northward from Shaweishan island.
Lat. $32^{\circ} 18' 00''$ N., long. $122^{\circ} 10' 00''$ E. (*approx.*).

Description.—Sunken wreck of the SS. *Kankyu Maru*.

Remarks.—It is stated that no portion of the wreck is visible.

Charts affected.—No. 3480, Shantung promontory to Nagasaki.

” 2412, Amoy to Nagasaki.

” 1262, Hongkong to Gulf of Liau-tung.

Authority.—Shanghai Notice No. 629 of 1922. (H. 4191-22.).

PERSIAN GULF.

Bahrein Harbour—“West Spit” buoy relaid.

No. 379 (*third publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 72M. of 1922), are republished :—

Former Notice No. 70-M. of 1922. (*This Office* No. 375 of 1922.)

Details.—The red conical buoy of the extreme of West Spit, which had broken adrift, was relaid in position on the 24th August 1922.

Position.—Lat. $26^{\circ} 16' 4''$ N. } approximate.

Long. $50^{\circ} 32' 4''$ E. }

Charts which were temporarily affected.—No. 20, Bahrein Harbour.

” 2837b, Persian Gulf, Western Sheet.

Publication.—Persian Gulf Pilot, 1915, page 125.

Authority.—The Commanding Officer, R. I. M. S. “Nearchus”, Bushire Telegram dated 25th August 1922.

P. G. GLANVILLE, COMMANDER., R.I.M.,

Deputy Port Officer of Calcutta.



The Calcutta Gazette

WEDNESDAY, OCTOBER 11, 1922.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are republished for general information.

P. G. GLANVILLE, COMMANDER, R.I.M.,

Deputy Port Officer of Calcutta.

H. E. SPRY,

Secretary to the Government of Bengal, Marine Department (offg.).

CALCUTTA, the 29th September 1922.

NEW ZEALAND—NORTH ISLAND, EAST COAST.

Tauranga Harbour—Light-Beacon established; Light discontinued.

No. 388 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1239 of 1922), are republished:—

(a) Light-beacon established:

Position.—At a distance of 2·50 cables 129° from the charted position of the beacon situated about one cable north-eastward from Sulphur point spit.

Lat. 37° 40' S., long. 176° 11' E. (*approx.*).

Abridged description.—Lt. Fl. ev. 2 sec. 11 ft., vis. 5 m. (U).

Characteristics:

Character.—*Flashing white every two seconds, thus:*

Flash	eclipse,
0·25 sec.	1·75 sec.

Elevation.—11 feet (3^m4).

Visibility.—5 miles.

Remarks.—The light is unwatched.

Note.—The red buoy shown in the position of the above light-beacon is to be erased from the chart.

(b) Light on beacon discontinued:

Position.—At a distance of about one cable north-eastward from Sulphur point spit.

Details.—The flashing white light on the above beacon has been discontinued.

The word “Beacon” is to be substituted on the charts for the abridged description of the light.

Charts affected.—No. 2521, Tauranga harbour.

, 3332, Mercury bay to Town point.

Publications.—List of Lights, Part VI, 1922, No. 2905.

New Zealand Pilot, 1919, page 239.

Authority.—Wellington Notice No. 35 of 1922. (H. 4583-22.)

AFRICA, EAST COAST—TANGANYIKA TERRITORY.

Kilwa Kisiwani Harbour—Buoy withdrawn.

No. 389 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1241 of 1922), are republished:—

Position.—Close south-westward of Ras Rongozi and at a distance of about $5\frac{1}{2}$ cables north-eastward from Kilwa Kisiwani observation spot.

Lat. $8^{\circ} 57' S.$, long. $39^{\circ} 31' E.$ (*approx.*).

Details.—The black conical buoy situated in the above position has been withdrawn and is to be deleted from the chart.

Charts affected.—No. 661, Kilwa Kisiwani. Plan of Kilwa Kisiwani harbour.

Publications.—Africa Pilot, Part III, 1915, page 338; Supplement No. 5, 1921.

Authority.—H. M. S. Southampton, Hyd. Note No. 2 of 1922. (H. 4094-22.)

PHILIPPINE ISLANDS—MASBATE ISLAND.

Bagui Point—Non-existence of shoal south-westward of.

No. 390 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1247 of 1922), are republished:—

Position.—At a distance of about 8 miles south-westward from Bagui point lighthouse.

Lat. $12^{\circ} 29' N.$, long. $123^{\circ} 10' E.$ (*approx.*).

Details.—The 4 fathom ($7^m 3$) shoal (“*reported 1908*”) in the above position does not exist and is to be expunged from the charts.

Charts affected.—No. 3369, Luzon island to Masbate island.

“ 2577, Philippine islands between San Bernardino and Mindoro straits.

“ 943, Molucca passage to Manila.

Publication.—Eastern Archipelago Pilot, Part I, 1911, page 343.

Authority.—U. S. Government Chart. (H. 4357-22.)

AFRICA, EAST COAST—TANGANYIKA TERRITORY.

Dar-Es-Salaam—Non-existence of wreck in entrance.

No. 391 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1261 of 1922), are republished:—

Position.—At a distance of about 1·3 cables north-westward from the signal station at East Ferry point.

Lat. $6^{\circ} 49' S.$, long. $39^{\circ} 18' E.$ (*approx.*).

Details.—The wreck sunk in the year 1916 in the above position has been removed and is to be erased from the chart accordingly.

Chart affected.—No. 674, Dar-es-Salaam, with plan.

Publication.—Africa Pilot, Part III, 1915, page 377; Supplement No. 5, 1921.

Authority.—Commander-in-Chief, East Indies Station. (H. 4347-22.)

SUMATRA, EAST COAST—SINGAPORE STRAIT, EASTERN APPROACH.

Pulo Bintang—Light established.

No. 392 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1262 of 1922), are republished:—

Position.—On the north-eastern side of the 217 ft. ($66^m 1$) summit on Tanjong Brakit.

Lat. $1^{\circ} 13' 22'' N.$, long. $104^{\circ} 34' 42'' E.$ (*approx.*) on chart No. 2403.

Abridged description.—Lt. Gp. Fl. (2) ev. 10 sec., 219 ft., vis 21 m.

Characteristics:

Character.—Group flashing white, showing two flashes every ten seconds, thus :

Flash,	eclipse,	flash,	eclipse,
1 sec.	1 sec.	1 sec.	7 sec.

Elevation.—219 feet ($66^m 7$).

Visibility.—21 miles.

Structure.—White iron framework.

Charts affected.—No. 2403, Singapore strait.

“ 3543, Approaches to Singapore.

“ 2757, Banka strait to Singapore.

“ 1355, Malacca strait.

“ 2660a, China sea—southern portion—western sheet.

“ 941a, Eastern archipelago—sheet 1.

“ 748b, Indian ocean—northern portion.

“ 1263, China sea.

Publications.—List of Lights, Part VI, 1922, No. 1009a.

China Sea Pilot, Vol. I, 1916, page 284.

Authority.—Hague Notice No. 1535 of 1922. (H. 7330-21.)

AUSTRALIA—NEW SOUTH WALES.

Split Solitary Island—Obstruction reported westward of.

No. 393 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1266 of 1922), are republished:—

Position.—At a distance of 4 cables 276° from the summit of Split Solitary Island.

Lat. $30^{\circ} 14' S.$, long. $153^{\circ} 11' E.$ (*approx.*).

Details.—The SS. *Leouka* is reported to have touched an obstruction in above position. This position is to be encircled by a danger line on the charts and marked “*Obstruction reported (1922)*.”

Charts affected.—No. 1026, The Solitary Islands and adjacent coast.

” 1027, Coff Islands to Evans head.

” 3622, Port Jackson to Cape Byron.

Publication.—Australia Pilot, Vol. III, 1916, page 80.

Authority.—U. S. Hyd. Office Notice No. 2754 of 1922. (H. 5013-22.)

NORTH PACIFIC OCEAN—MARIANA OR LADRONE ISLANDS.

Tinian Island—Existence of reef southward of.

No. 394 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1267 of 1922), are republished:—

Position.—At a distance of about 2 miles south-eastward from Lalo point.

Lat. $14^{\circ} 54' 00'' N.$, long. $145^{\circ} 38' 15'' E.$, on chart No. 1101.

Depth.— $3\frac{1}{2}$ fathoms ($6^m 9$), coral.

Remarks.—The name “*Tatsumi Rf.*” is to be inserted on the chart against the position of the above reef.

Charts affected.—No. 1101, Mariana or Ladrone Islands.

” 781, Pacific Ocean—north-west sheet.

Publication.—Pacific Islands Pilot, Vol. I, 1921, pages 650, 651.

Authority.—Japanese Government Chart. (H. 4572-22.)

EASTERN ARCHIPELAGO—SAVU ISLAND.

Seba—Further alteration in character of light.

No. 395 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1268 of 1922), are republished:—

Former Notice.—No. 1099 of 1922, part (1). (*This office No. 350 of 1922.*)

Position.—At a distance of about one cable south-westward from the entrance to River Moba.

Lat. $10^{\circ} 29' S.$, long. $121^{\circ} 50' E.$ (*approx.*).

New abridged description.—Lt. Gp. Occ. (3) ev. 30 sec., 52 ft., vis. 12 m.

Details.—The fixed white light has been replaced by a group occulting white light having three eclipses every thirty seconds, thus:

Light,	eclipse,	light,	eclipse,	light,	eclipse,
15 sec.	3 sec.	3 sec.	3 sec.	3 sec.	3 sec.

Remarks.—The remaining characteristics are unaltered.

Charts affected.—No. 2468, Plan of Seba road.

” 942a, Eastern archipelago—sheet 3.

” 475, North-west coast of Australia.

” 2759a, Australia—northern portion.

Publications.—List of Lights, Part VI, 1922, No. 947.

Eastern Archipelago Pilot, Part II, 1913, page 295.

Authority.—Hague Notice No. 1539 of 1922. (H. 4928-22.)

JAPAN—INLAND SEA, KII SUIDO.

Wakano ura Wan—Light established.

No. 396 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1284 of 1922), are republished:—

Position.—On the northern shore of the bay, at a distance of 8·0 cables 069° from Nada nami ye bana.

Lat. $34^{\circ} 11' N.$, long. $135^{\circ} 10' E.$ (*approx.*).

Abridged description.—Lt. F. W.R.

Details.—*Fixed with white and red sectors.*

Sectors.—*Red from 302° to 345°; White thence to 039°; Red thence to 077°;*
Obscured elsewhere.

Chart affected.—No. 3566, Izumi nada and Harima nada.

Publications.—List of Lights, Part VI, 1922, No. 2006.

Japan Pilot, 1914, page 268.

Authority.—Tokyo Notice No. 220 of 1922. (H. 4410-22.)

JAPAN—KYUSHU, SOUTH COAST.

Bono Misaki—Alteration in character of light.

No. 397 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1285 of 1922), are republished :—

Amended position.—Lat. 31° 15' 05" N., long. 130° 12' 38" E., on chart No. 372.

New abridged description.—Lt. Gp. Fl. (3) ev. 30 sec. 275 ft., vis. 23 m.

Details.—The fixed white light has been replaced by a *group flashing white light showing three flashes every thirty seconds*, thus :—

3 flashes in quick succession occupying 12 seconds, followed by an eclipse of 18 seconds.

Elevation.—275 feet (83^m8).

Visibility.—23 miles, from 274° through north to 157°.

Power.—200,000 candles.

Charts affected.—No. 372, Kagoshima kaiwan.

" 358, Western coasts of Kyushu and Honshū.

" 2412, Amoy to Nagasaki.

" 2347, Honshū, Kyushu, and Shikoku, &c.

" 2459, North-west Pacific ocean, &c.

" 1263, China sea.

" 781, Pacific ocean—north-west sheet.

Publications.—List of Lights, Part VI, 1922, No. 1871.

Japan Pilot, 1914, page 420.

Authority.—Tokyo Notice No. 1228 of 1922. (H. 4978-22.)

SOUTH PACIFIC OCEAN—FIJI ISLANDS.

Suva Harbour approach—Intended alterations in characteristics of lights.

No. 398 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1292 of 1922), are republished :—

Date of alterations.—On 1st September 1922, without further Notice.

(1) *Position.*—On western reef at a distance of about 17½ cables westward from the town hall at Suva.

Lat. 18° 09' S., long. 178° 24' E. (*approx.*).

New abridged description.—Lt. F. 38 ft. vis. 6 m. (U).

Details.—The occulting white light will be replaced by a *fixed white light*.

Elevation.—38 feet (11^m6).

Visibility.—6 miles.

Structure.—White concrete pillar.

(2) *Position.*—Close to northern end of eastern reef at a distance of about 12 cables north-westward from the town hall at Suva, and 50 yards (45^m7) 190° from charted position.

Lat. 18° 08' S., long. 178° 25' E. (*approx.*).

New abridged description.—Lt. Fl. ev. 10 sec. 34 ft., vis. 8 m. (U).

Details.—The two fixed vertical white lights will be replaced by a *flashing white light every ten seconds*, thus :—

Flash,	eclipse,
1 sec.	9 sec.

Elevation.—34 feet (10^m4).

Visibility.—8 miles.

Structure.—White hexagonal tower.

Remarks.—The lights are unwatched.

Charts affected.—No. 1660, Suva harbour.

" 1757, Nukulau island to Namuka island.

" 905, Suva harbour to Levuka.

" 167, Kandava island and passage.

" 2691, Fiji islands.

Publications.—List of Lights, Part VI, 1922, Nos. 3141, 3142.

Pacific Islands Pilot, Vol. II, 1918, page 365.

Authority.—The Colonial Secretary, Suva, Fiji. (H. 4869-22.)

RED SEA—SUEZ BAY.

Suez Creek—Light established.

No. 399 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1297 of 1922), are republished:—

Position.—At a distance of 9·90 cables 116° from Suez railway station.

Lat. 29° 58' N., long. 32° 34' E. (*approx.*).

Abridged description.—Lt. Gp. Fl. (2) ev. 10 sec.

Character.—Group flashing white, showing two flashes every ten seconds, thus:—

Flash,	eclipse,	flash,	eclipse,
0·5 sec.	2·0 sec.	0·5 sec.	7·0 sec.

Structure.—Beacon.

Remarks.—The remaining characteristics are not stated.

Charts affected.—No. 734, Suez bay.

„ 233, The Suez canal.

Publications.—List of Lights, Part V, 1922, No. 2159.

Red Sea, &c., Pilot, 1921, page 57.

Authority.—Alexandria Notice No. 3 of 1922. (H. 5026-22.)

CHINA, EAST COAST—GULF OF PE CHILI.

Rocky Point—Light discontinued.

No. 400 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1298 of 1922), are republished:—

Position.—At a distance of about 7 miles south-westward from Ching wang tao road.

Lat. 39° 48' N., long. 119° 32' E. (*approx.*).

Details.—The fixed white light formerly exhibited in the above position has been discontinued and is to be expunged from the charts accordingly. The position is to be marked “Old L^t. Tower (*in ruins*).”

Charts affected.—No. 3378, Rocky point to Temple head.

„ 598, Li tsin ho to Ning hai.

„ 1256, Gulfs of Pe chili and Liau tung.

Publications.—List of Lights, Part VI, 1922, No. 1662.

China Sea Pilot, Vol. V, 1912, page 509.

Authority.—H. M. S. Bluebell, Hyd. Note No. 2 of 1922. (H. 5122-22.)

CHINA, EAST COAST—GULF OF PE CHILI.

Ching Wang Tao—Light established.

No. 401 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1299 of 1922), are republished:—

Position.—On the site of lighthouse near south-western extremity of the Bluff, at a distance of 4·17 cables 040° from the light on the outer end of southern breakwater.

Lat. 39° 54' N., long. 119° 37' E. (*approx.*).

Abridged description.—Lt. F. 87 ft., vis. 10 m.

Characteristics:

Character.—Fixed white.

Elevation.—87 feet (26^m5).

Visibility.—10 miles; from 260° through west and north to 080°.

Structure.—White mast, 38 feet (11^m6) in height.

Charts affected.—No. 2357, Ching wang tao road.

„ 3378, Rocky point to Temple head.

„ 598, Li tsin ho to Ning hai.

„ 1256, Gulfs of Pe chili and Liau tung.

Publications.—List of Lights, Part VI, 1922, No. 1664a.

China Sea Pilot, Vol. V, 1912, page 510; Supplement No. 6, 1921.

Authority.—H. M. S. Bluebell, Hyd. Note No. 1 of 1922. (H. 5121-22.)

BAY OF BENGAL—NICOBAR ISLANDS.

Nancowry Harbour—Non-existence of Buoy and Beacon ; Obelisk established.

No. 402 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 79M. of 1922), are republished ;—

(1) *Buoy disappeared.*

Position.—In S.-W. entrance, at a distance of about 3 cables westward of Burleigh rock.

Lat. $7^{\circ} 59\frac{1}{2}'$ N., long. $93^{\circ} 30'$ E. (*approx.*).

Description.—The conical buoy, painted white, marking Northbrook Patch.

(2) *Beacon disappeared.*

Position.—In eastern entrance, at a distance of about 1·5 cables, 174° from Naval Point.

Lat. $8^{\circ} 02'$ N., long. $93^{\circ} 33'$ E. (*approx.*).

Description.—The beacon of an iron post, surmounted by a drum, painted white, marking the extremity of the reef extending southward of Naval point.

(3) *Obelisk established.*

Position (approximate).—At a distance of about 4 cable 254° , from Ray Point flagstaff.

Lat. $8^{\circ} 02\frac{1}{2}'$ N., long. $93^{\circ} 32\frac{1}{2}'$ E. (*approx.*).

Description.—A dark coloured stone obelisk.

Charts affected.—No. 841, Nancowry harbour.
" 840, Nicobar Islands.

Publication.—Bay of Bengal Pilot, 5th Edition, 1921, page 437.

Authority.—The Commanding Officer, H. M. S. "Cairo," Hydrographic Note No. 2, dated 20th August 1922.

The 22nd September 1922.

AUSTRALIA, EAST COAST—QUEENSLAND.

Coral reef, south of Lady Elliott Island.

No. 385 (*second publication*).—With reference to Notice to Mariners No. 330 of 1918, issued by this office regarding the above, the Portmaster, Brisbane, has given further Notice (No. 2 of 1922) that Captain H. P. Upward, of the SS. "Mackarra," now reports having passed the reef and distinctly saw the bottom for a considerable distance. The reef is apparently of much greater extent than originally reported, and, being close to the track of deep-draught vessels, Masters are cautioned to observe due care when navigating in the locality, as the reef has not been surveyed.

When the reef was observed, Lady Elliott Island bore N. 28° W., distant $5\frac{1}{2}$ miles, Lat. $24^{\circ} 12\frac{1}{2}'$ S., Long. $152^{\circ} 48\frac{1}{2}'$ E.

Charts affected :—Nos. 345 and 2763; "Australia Pilot," Vol. No. 4, page 63.

BAY OF BENGAL—BURMA COAST.

Rangoon river approach—China Bakir light-vessel replaced by another light-vessel.

No. 386 (*second publication*).—

Subject.—On or about the 10th October 1922, the China Bakir light-vessel will be removed and replaced by a light-vessel showing a fixed white light.

Position.—Lat. $16^{\circ} 6\frac{1}{2}'$ N., Long. $96^{\circ} 10\frac{1}{2}'$ E. with China Bakir lighthouse bearing North (True).

Visibility.—12 miles.

Remarks.—Day marks will be the same as those of the present light-vessel.

Charts affected.—No. 823, Koronge island to White Point.

" 830, Bassein river to Pulo Penang.

" 70, Bay of Bengal.

Publications.—List of Lights, Part VI, 1922, No. 643.

Bay of Bengal Pilot, 1921, page 454.

Authority.—Principal Port Officer, Burma, Rangoon, Notice No. 53 of 1922.

BAY OF BENGAL—BURMA COAST.

Rangoon river entrance—Spit light-vessel replaced by a Native Brig.

No. 387 (second publication).—

Subject.—On or about the 1st October 1922, the "Spit" light-vessel will be removed and replaced by a Native Brig painted red, with lower masts only with the word "SPIT" painted in white letters on both sides, showing a fixed white light.

Position.—Lat. $16^{\circ} 27' N.$, long. $96^{\circ} 22' E.$

Visibility.—10 miles.

Charts affected.—No. 70, Bay of Bengal.

„ 823, Koronge island to White Point.
„ 830, Bassein river to Pulo Penang.
„ 833, Rangoon river and approaches.

Publications.—List of Lights, Part VI, 1922, No. 646.
Bay of Bengal Pilot, 1921, page 459.

Authority.—Principal Port Officer, Burma, Rangoon, Notice No 54 of 1922.

The 27th September 1922.

CHINA, NORTH COAST—CHEFU DISTRICT, PECHILI STRAIT.

Howki island light—New apparatus to be installed; Existing light to be discontinued; Provisional lights to be established.

No. 380 (third publication)—The Coast Inspector, Shanghai, has given Notice (No. 757 of 1922) that, on or about the 1st September 1922, the existing Howki Island Light will be discontinued and the installing of a new lighting apparatus will be commenced.

During the time that these alterations are being made, two provisional lights will be exhibited from the gallery of the Lighthouse, one being on the north side and one on the south side of the tower.

These provisional lights will each show a flashing white light every 10 seconds, thus:—

Light	...	...	...	1 second,
Eclipse	...	...	...	9 seconds,

and will be so arranged that one or the other of the lights will be visible all round, in clear weather, for a distance of about 10 miles.

The installation of the new light will be completed during December 1922, due notice of which will be given.

The new light, when exhibited, will show one flash every 20 seconds.

CHINA, EAST COAST—ENTRANCE TO KIAOCHOW BAY.

Huichuen Point south-west buoy—Automatic whistle discontinued.

No. 381 (third publication).—The Coast Inspector, Shanghai, has given Notice (No. 758 of 1922) that the automatic whistle of the Huichuen Point South-west Buoy, Entrance to Kiaochow Bay, has been discontinued. Other characteristics of this Buoy remain unchanged.

This Notice is issued on information received from the Japanese Government Authorities at Tsingtao.

PERSIAN GULF.

SHATT-AL-ARAB.

Re:—*Depths on the Outer Bar.*

No. 382 (third publication).—The following particulars, etc., relative to the above issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 75M. of 1922), are republished:—

Position.—Lat. $29^{\circ} 50' N.$, Long. $48^{\circ} 42' E.$ (approx.).

(a) *Details.*—From a position 245° , distance 1 cable from the Fairway light-buoy and thence to a position 308° , distance 2·63 miles; greater soundings were obtained to a depth of $3\frac{1}{2}$ to 4 feet than those shown on the chart No. 1253.

(b) *Details.*—At the position 220° , distance 7 cables from Tidal Semaphore, the depths shoaled and thence to a position 319° , distance 3·45 miles the depths were found to be less by about 2 feet than those shown on the chart quoted in (a).

Remarks.—Deeper water was found when passing about $2\frac{1}{2}$ cables to the eastward of the buoys Nos. 3, 4, 5 and 6 on leaving the river.

Charts affected.—No. 1253, Shatt-al-Arab—Outer Bar to Fao,

„ 1235, Mouth of the Euphrates.

Publication.—Persian Gulf Pilot, 6th Edition, 1915, pages 280, 283, Supplement No. 6, 1921.

Authority.—The Commanding Officer, H. M. S. "Espiegle" Hydrographic Note No. 2, dated 17th August 1922.

PERSIAN GULF.

SHATT-AL-ARAB.

Fao—Alteration in period of Light.

No. 383 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 76M. of 1922), are republished :—

Former Notice No. 45-M. of 1922 (1048—Admiralty of 1922). Calcutta Notice No. 225 of 1922.

Position.—At a distance of about 1 cable southward of the Jetty at Fao.

Lat. $29^{\circ} 58' N.$, Long. $48^{\circ} 29' E.$ (approx.).

Details.—The period of the red flashing light is reported to be $7\frac{1}{2}$ seconds thus :—

	Flash.	Eclipse.
	1 Sec.	$6\frac{1}{2}$ Sec.

Charts affected.—No. 1253, Shatt-Al-Arab—Outer Bar to Fao,

„ 1235, Mouth of the Euphrates.

„ 2837b, Persian Gulf—Western Sheet.

Publications.—Admiralty List of Lights, Part VI, 1922, No. 307.

Indian List of Lights, 40th issue, 1921, No. 32.

Authority.—The Commanding Officer, H. M. S. "Espiegle" Hydrographer Note No. 2, dated 17th August 1922.

BAY OF BENGAL, INDIA.

COROMANDEL COAST.

Masulipatam—Anchorage Buoy to be removed.

No. 384 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 77M. of 1922), are republished :—

Position.—At a distance of about $5\frac{1}{2}$ miles eastward of the flagstaff.

Lat. $16^{\circ} 09' N.$, Long. $81^{\circ} 15' E.$ (approx.).

Details.—The black conical anchorage buoy will be removed on 1st October 1922 and will not be replaced until further notice.

Charts affected.—No. 1894, Ramapatanam to Narsapur Point, with plan.

„ 828, Cape Comorin to Cocanada.

„ 70, Bay of Bengal.

Publication.—Bay of Bengal Pilot, Fifth Edition, 1921, page 239.

Authority.—Madras Notice to Mariners No. 69 of 1922.

P. G. GLANVILLE, COMMANDER, R.I.M.,

Deputy Port Officer of Calcutta.



The Calcutta Gazette

WEDNESDAY, OCTOBER 18, 1922.

APPENDIX.

Notices to Mariners.

THE following Notices are republished for general information.

P. G. GLANVILLE, COMMANDER, R.I.M.,
Deputy Port Officer of Calcutta.

A. MARR,
Secretary to the Government of Bengal, Marine Department.

CALCUTTA, the 7th October 1922.

SOUTH PACIFIC OCEAN—VANIKORO ISLAND, SOUTH-WEST COAST.

Péou and Ambi Bays—Amendments to charts.

No. 403 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1316 of 1922), are republished:—

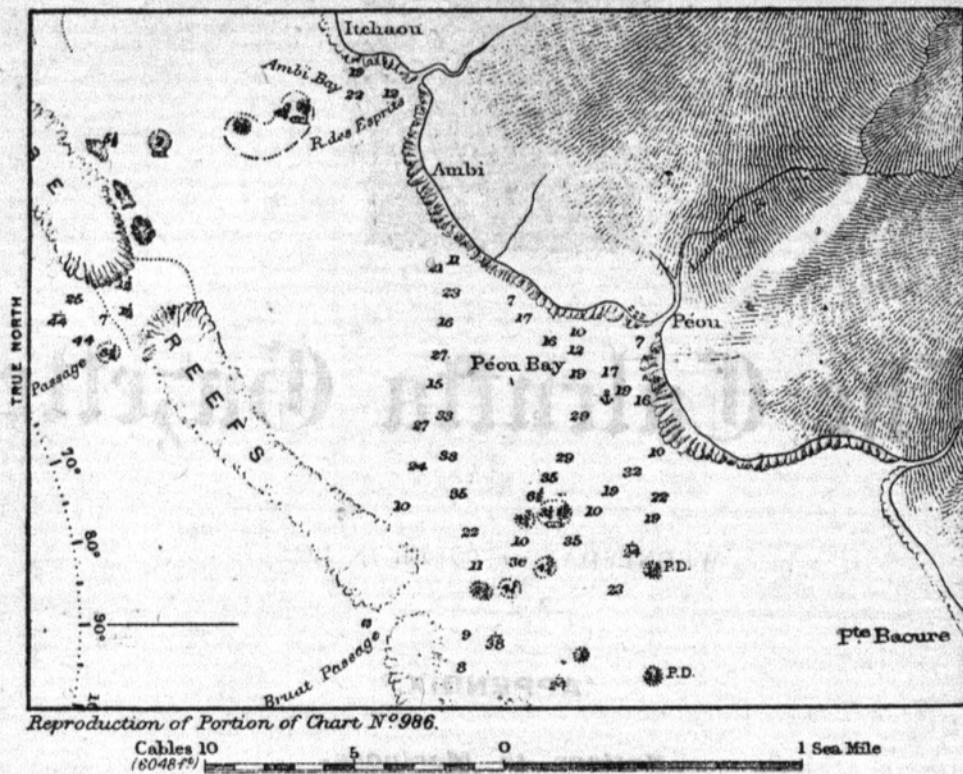
Position.—Lawrence river entrance, Péou.
Lat. $11^{\circ} 41'$ S., $166^{\circ} 48'$ E. (*approx.*).

Details.—The accompanying reproductions of portions of charts Nos. 986 and 17 show the necessary amendments to the charts with regard to coastline, reefs, shoals and depths in the vicinity of Péou and Ambi bays.

Charts affected.—No. 986, Plan of Vanikoro islands.
" 17, Santa Cruz islands.

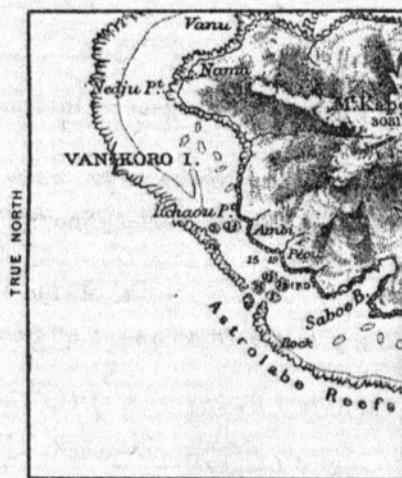
Publication.—Pacific Islands Pilot, Vol. II, 1918, page 320.

Authority.—French Government Chart. (H. 3163-22.)



Reproduction of Portion of Chart N°986.

Cables 10
(6048 ft)
5
0
1 Sea Mile



Reproduction of Portion of Chart N°17.

0
5 Sea Miles

JAPAN—HONSHŪ, SOUTH COAST.

Susami—Light established.

No. 404 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1317 of 1922), are republished:—

Position.—On the northern shore of Susami anchorage.

Lat. $33^{\circ} 32' 45''$ N., long. $135^{\circ} 29' 12''$ E. on chart No. 951.

Abridged description.—Lt. F. W.R. 35 ft.

Characteristics:

Character.—*Fixed with white and red sectors.*

Elevation.—35 feet (10m7).

Sectors.—*Red from 359° through north to 032° ; White thence to 042° ;*
Red thence to 064° ; Obscured elsewhere.

Charts affected.—No. 951, Osaki wan to Owashi wan.

" 996, Kii suido to Tokyo.

" 2875, Naikai (Seto uchi) or Inland sea.

" 1648, Osumi Kaikyo to O shima.

Publications.—List of Lights, Part VI, 1922, No. 2015a.

Japan Pilot, 1914, page 127.

Authority.—Tokyo Notice No. 221 of 1922. (II. 4408-22.)

TASMANIA—NORTH COAST.

River Tamar, Sea Reach—Buoy replaced by Light-Buoy.

No. 405 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1318 of 1922), are republished :—

Position.—On the north western side of Bombay rock.
Lat. $41^{\circ} 06' S.$, long. $146^{\circ} 50' E.$ (*approx.*).

Details.—The unlighted buoy has been replaced by a light-buoy, painted in black and white horizontal stripes, exhibiting an *occulting white* light, having an eclipse of *four seconds*. The period of the light is not stated.

Charts affected.—No. 3649, Entrance to River Tamar.
" 1080, River Tamar.

Publication.—Australia Pilot, Vol. II, 1918, page 255.

Authority.—Launceston Notice of 22nd May 1922. (H. 4860-22.)

CELEBES—NORTH-WEST COAST.

Negri Baru Bay, south-west approach—Rock reported.

No. 406 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1319 of 1922), are republished :—

Position.—At a distance of 1·70 miles 219° from the summit of Pulo Latungan.
Lat. $1^{\circ} 02' N.$, long. $120^{\circ} 46' E.$ (*approx.*).

Depth.—3 feet ($0^m 9$), coral.

Note.—The symbol for a rock with a depth of less than 6 feet ($1^m 8$) is to be inserted on the charts in above position.

Charts affected.—No. 3394, Tar jong Lutuno to Dondo point.
" 2636, North part of the Strait of Macassar.

Publication.—Eastern Archipelago Pilot, Part II, 1913, pages 418, 419.

Authority.—Hague Notice No. 1642 of 1922. (H. 7612-21.)

BORNEO—NORTH-WEST COAST.

Lobang Point Light—Alteration in character.

No. 407 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1320 of 1922), are republished :—

Position.—Lat. $4^{\circ} 22' N.$, long. $113^{\circ} 58' E.$ (*approx.*).

New abridged description.—Lit. Occ. ev. 30 sec., vis. 15 m.

Details.—The fixed white light has been replaced by an *occulting white* light every thirty seconds, thus :—

Light,	eclipse,
20 sec.	10 sec.

The visibility of the light is now 15 miles.

Charts affected.—No. 2108, Tatau point to Barram point.
" 2660b, China sea, southern portion—eastern sheet.
" 1263, China sea.

Publication.—List of Lights, Part VI, 1922, No. 1103.

Authority.—Hague Notice No. 1651 of 1922. (H. 5270-22.)

SUEZ CANAL.

Great Bitter Lake—Alteration in character of Lights on North and South light-Buoys.

No. 408 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1323 of 1922), are republished :—

Position.—(a) North light-buoy, lat. $30^{\circ} 22' N.$, long. $32^{\circ} 22' E.$ (*approx.*).

(b) South light-buoy, lat. $30^{\circ} 18' N.$, long. $32^{\circ} 26' E.$ (*approx.*).

Alteration.—The character of the lights on the above light-buoys has been altered from fixed white to *occulting white* every four seconds.

Charts affected.—No. 233, Suez canal, compartment O.

Publication.—Red Sea, &c., Pilot, 1921, page 55.

Authority.—H. M. S. Rocket Hyd. Note No. 3 of 1922. (H. 5195-22.)

SUEZ BAY.

Kal ah Kebireh, West Beacon—Alteration in character of light.

No. 409 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1324 of 1922), are republished :—

Position.—Lat. $29^{\circ} 55'$ N., long. $32^{\circ} 31'$ E. (*approx.*).

New abridged description.—2 Lts. Fl. vertical 42 & 30 ft.

Alteration.—The character of the two lights on West beacon has been altered from fixed white to *flashing white every five seconds*, thus :—

<i>Flash,</i>	<i>eclipse,</i>
$0\cdot5$ sec.	$4\frac{1}{2}$ sec.

Charts affected.—No. 734, Suez bay.

„ 233, Suez canal, compartment (E).

Publication.—List of Lights, Part V, 1922, No. 2167.

Authority.—Alexandria Notice No. 4 of 1922. (H. 5273-22.)

SUMATRA, EAST COAST—JAMBIE BAY.

Kwala Niur Entrance—Light on Light-Buoy re-established with new characteristics.

No. 410 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1327 of 1922), are republished :—

Former Notice.—No. 1219 of 1922. (*This office No. 376 of 1922.*)

Position.—At a distance of about 5 miles northward of Tanjung Solok.

Lat. $0^{\circ} 55'$ S., long. $103^{\circ} 49'$ E. (*approx.*).

Details.—This light-buoy, the light of which was recently extinguished, now exhibits a *fixed red* light.

Charts affected.—No. 1789, Channels between Sumatra, Linga and Singkep.

„ 2757, Banka strait to Singapore.

Publication.—China Sea Pilot, Vol. II, 1915, page 290.

Authority.—Hague Notice No. 1641 of 1922. (H. 4390-22.)

STRAIT OF MALACCA, MALAY PENINSULA—KLANG STRAIT, NORTHERN APPROACH.

Selangor—Temporary alteration in light.

No. 411 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1328 of 1922), are republished :—

Position.—On Kwala Selangor hill.

Lat. $3^{\circ} 20'$ N., long. $101^{\circ} 15'$ E. (*approx.*).

Alteration.—A report has been received, dated 13th July, 1922, stating that the occulting white light had been temporarily replaced by a *fixed white* light owing to damage to the apparatus.

Charts temporarily affected.—No. 3766, North approach to Klang strait.

„ 794, Pulo Berhala to Cape Rachado.

„ 1355, Malacca strait.

Publication.—List of Lights, Part VI, 1922, No. 752.

Authority.—Captain L. D. Pinckney, Commander of the SS. *Khyber*. (H. 5296-22.)

AUSTRALIA—VICTORIA.

Port Phillip Entrance, West Channel—Caution.

No. 412 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1338 of 1922), are republished :—

Position.—Pope's Eye buoy, lat. $38^{\circ} 17'$ S., long. $144^{\circ} 41'$ E. (*approx.*).

Caution.—Information has been received that extensive changes are taking place in the banks and shoals in the West channel between the Pope's Eye buoy and the pile lighthouse on the north-eastern side of West sand.

Mariners are warned accordingly.

Note.—The words "*See Caution*" are to be inserted against the name "West Channel" on the charts and the following Cautionary note inserted in a conspicuous position near the title of the charts:—

CAUTION.

"Considerable changes are reported to have taken place in West Channel (1922)."

Charts affected.—No. 309, Port Phillip, West channel.

 ,, 2747, Entrance to Port Phillip.

Publication.—Australia Pilot, Vol. II, 1918, pages 84, 109, 110.

Authority.—Australian Hydrographer. (H. 5456-22.)

GULF OF OMAN—ARABIAN COAST.

Maskat—Information with regard to Lights and Light-house.

No. 413 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 81M. of 1922), are republished:—

(a) **Maskat Cove—Lights extinguished—**

Position.—At a distance of about one cable westward of the British Consulate.

Lat. $23^{\circ} 37'$ N., long. $58^{\circ} 36'$ E. (approx.).

Details.—The small cluster of lights shown on the chart in the above position is no longer exhibited.

(b) **Maskat Island Light-house removed—**

Position.—On point situated at a distance of about 3 cables south-eastward of Fisher's Rock.

Lat. $23^{\circ} 38'$ N., long. $58^{\circ} 36'$ E. (approx.).

Details.—The Lt. Ho. (disused) in the above position has been removed, and the note should be expunged from the chart accordingly.

Chart affected.—No. 2869, Maskat and Al Matrah.

Publications.—List of Lights, Part VI, 1922, No. 290.

 Indian List of Lights, 40th issue, 1921, No. 18.

 Persian Gulf Pilot, 6th Edition, 1915, page 43.

Authority.—The Commanding Officer, H. M. S. "Cyclamen", Hydrographic Note No. 4, dated 12th September 1922.

AUSTRALIA—WEST COAST.

Point Cloates Light—Intended alteration in power and period.

No. 414 (first publication).—

Subject.—The power of the Flushing White Light on Point Cloates will be increased, and the period of the Light will be altered, on or about 1st December 1922.

Position.—On Cloates Hill.

Lat. $22^{\circ} 41\frac{1}{2}'$ S., long. $113^{\circ} 41\frac{1}{2}'$ E. on Chart No. 1055.

Alteration.—The power of the light will be increased and the period altered to eight seconds. The characteristics of the light will be as follows:—

Character.—Flushing White Light every eight seconds, thus:—

Flash	Eclipse
$\frac{1}{3}$ sec.	$7\frac{2}{3}$ secs.

Power.—700,000 candles.

Remarks.—The other details of the light will remain unaltered.

Note.—No further notice will be given.

Charts affected.—No. 1055, Bedout Island to Cape Cuvier.

 ,, 3018, Plan of Point Cloates.

 ,, 2759a, Australia, northern portion.

 ,, 748a, The Indian Ocean.

Publications.—List of Lights and Time Signals, Part VI, 1922. No. 2251.

 Australia Pilot, Vol. V, 1914, page 310.

Authority.—Melbourne Notice No. 5 of 1922.

AUSTRALIA—EAST COAST.

*Cape Byron light—Power increased.**No. 415 (first publication).*—*Subject.*—The power of the Flashing White Light on Cape Byron has been increased.*Position.*—On the summit of Cape Byron.Lat. $28^{\circ} 37\frac{1}{2}'$ S., long. $153^{\circ} 39\frac{1}{2}'$ E., on Chart No. 1028.*Details.*—The power of the Flashing White Light has been increased from 500,000 candles to 1,000,000 candles.*Remarks.*—The other details of the light remain unaltered.*Publications.*—List of Lights and Time Signals, Part VI, 1922, No. 2585.

Sailing Directions for the Coast of New South Wales, second edition, 1920, page 112.

Authority.—Melbourne Notice No. 6 of 1922.*The 29th September 1922.*

NEW ZEALAND—NORTH ISLAND, EAST COAST.

*Tauranga Harbour—Light-Beacon established; Light discontinued.**No. 388 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1239 of 1922), are republished:—(a) *Light-beacon established:**Position.*—At a distance of 2·50 cables 129° from the charted position of the beacon situated about one cable north-eastward from Sulphur point spit.Lat. $37^{\circ} 40'$ S., long. $176^{\circ} 11'$ E. (approx.).*Abridged description.*—Lt. Fl. ev. 2 sec. 11 ft., vis. 5 m. (U).*Characteristics:**Character.*—*Flashing white every two seconds, thus:*

<i>Flash</i>	<i>eclipse,</i>
0·25 sec.	1·75 sec.

Elevation.—11 feet (3^m 4).*Visibility.*—5 miles.*Remarks.*—The light is unwatched.*Note.*—The red buoy shown in the position of the above light-beacon is to be erased from the chart.(b) *Light on beacon discontinued:**Position.*—At a distance of about one cable north-eastward from Sulphur point spit.*Details.*—The flashing white light on the above beacon has been discontinued. The word “Beacon” is to be substituted on the charts for the abridged description of the light.*Charts affected.*—No. 2521, Tauranga harbour.

,, 3332, Mercury bay to Town point.

Publications.—List of Lights, Part VI, 1922, No. 2905.

New Zealand Pilot 1919, page 239.

Authority.—Wellington Notice No. 35 of 1922. (H. 4583-22.)

AFRICA, EAST COAST—TANGANYIKA TERRITORY.

*Kilwa Kisiwani Harbour—Buoy withdrawn.**No. 389 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1241 of 1922), are republished:—*Position.*—Close south-westward of Ras Rongozi and at a distance of about $5\frac{1}{2}$ cables north-eastward from Kilwa Kisiwani observation spot.Lat. $8^{\circ} 57'$ S., long. $39^{\circ} 31'$ E. (approx.).

Details.—The black conical buoy situated in the above position has been withdrawn and is to be deleted from the chart.

Charts affected.—No. 661, Kilwa Kisiwani. Plan of Kilwa Kisiwani harbour.

Publications.—Africa Pilot, Part III, 1915, page 338; Supplement No. 5, 1921.

Authority.—H. M. S. Southampton, Hyd. Note No. 2 of 1922. (H. 4094-22.)

PHILIPPINE ISLANDS—MASBATE ISLAND.

Bagui Point—Non-existence of shoal south-westward of.

No. 390 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1247 of 1922), are republished:—

Position.—At a distance of about 8 miles south-westward from Bagui point lighthouse.

Lat. $12^{\circ} 29' N.$, long. $123^{\circ} 10' E.$ (approx.).

Details.—The 4 fathom ($7^m 3$) shoal ("reported 1908") in the above position does not exist and is to be expunged from the charts.

Charts affected.—No. 3369, Luzon island to Masbate island.

„ 2577, Philippine islands between San Bernardino and Mindoro straits.

„ 943, Molucca passage to Manila.

Publication.—Eastern Archipelago Pilot, Part I, 1911, page 343.

Authority.—U. S. Government Chart. (H. 4357-22.)

AFRICA, EAST COAST—TANGANYIKA TERRITORY.

Dar-Es-Salaam—Non-existence of wreck in entrance.

No. 391 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1261 of 1922), are republished:—

Position.—At a distance of about 1·3 cables north-westward from the signal station at East Ferry point.

Lat. $6^{\circ} 49' S.$, long. $39^{\circ} 18' E.$ (approx.).

Details.—The wreck sunk in the year 1916 in the above position has been removed and is to be erased from the chart accordingly.

Chart affected.—No. 674, Dar-es-Salaam, with plan.

Publication.—Africa Pilot, Part III, 1915, page 377; Supplement No. 5, 1921.

Authority.—Commander-in-Chief, East Indies Station. (H. 4347-22.)

SUMATRA, EAST COAST—SINGAPORE STRAIT, EASTERN APPROACH.

Pulo Bintang—Light established.

No. 392 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1262 of 1922), are republished:—

Position.—On the north-eastern side of the 217 ft. ($66^m 7$) summit on Tanjong Brakit.

Lat. $1^{\circ} 13' 22'' N.$, long. $104^{\circ} 34' 42'' E.$ (approx.), on chart No. 2403.

Abridged description.—Lt. Gp. Fl. (2) ev. 10 sec., 219 ft., vis 21 m.

Characteristics:

Character.—Group flashing white, showing two flashes every ten seconds, thus:

Flash,	eclipse,	flash,	eclipse,
$\frac{1}{sec.}$	$\frac{1}{sec.}$	$\frac{1}{sec.}$	$\frac{7}{sec.}$

Elevation.—219 feet ($66^m 7$).

Visibility.—21 miles.

Structure.—White iron framework.

Charts affected.—No. 2403, Singapore strait.

„ 3543, Approaches to Singapore.

„ 2757, Banka strait to Singapore.

„ 1355, Malacca strait.

„ 2660a, China sea—southern portion—western sheet.

„ 941a, Eastern archipelago—sheet 1.

„ 748b, Indian ocean—northern portion.

„ 1263, China sea.

Publications.—List of Lights, Part VI, 1922, No. 1009a.

China Sea Pilot, Vol. I, 1916, page 284.

Authority.—Hague Notice No. 1535 of 1922. (H. 7330-21.)

AUSTRALIA—NEW SOUTH WALES.

Split Solitary Island—Obstruction reported westward of.

No. 393 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1266 of 1922), are republished :—

Position.—At a distance of 4 cables 276° from the summit of Split Solitary Island.

Lat. $30^{\circ} 14' S.$, long. $153^{\circ} 11' E.$ (*approx.*).

Details.—The SS. *Leouka* is reported to have touched an obstruction in above position. This position is to be encircled by a danger line on the charts and marked “*Obstruction reported (1922)*.”

Charts affected.—No. 1026, The Solitary Islands and adjacent coast.

“ 1027, Coff Islands to Evans head.

“ 3622, Port Jackson to Cape Byron.

Publication.—Australia Pilot, Vol. III, 1916, page 80.

Authority.—U. S. Hyd. Office Notice No. 2754 of 1922. (H. 5013-22.)

NORTH PACIFIC OCEAN—MARIANA OR LADRONE ISLANDS.

Tinian Island—Existence of reef southward of.

No. 394 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1267 of 1922), are republished :—

Position.—At a distance of about 2 miles south-eastward from Lalo point.

Lat. $14^{\circ} 54' 00'' N.$, long. $145^{\circ} 38' 15'' E.$, on chart No. 1101.

Depth.— $3\frac{1}{2}$ fathoms ($6^m 9$), coral.

Remarks.—The name “*Tatsumi Rf.*” is to be inserted on the chart against the position of the above reef.

Charts affected.—No. 1101, Mariana or Ladrone Islands.

“ 781, Pacific Ocean—north-west sheet.

Publication.—Pacific Islands Pilot, Vol. I, 1921, pages 650, 651.

Authority.—Japanese Government Chart. (H. 4572-22.)

EASTERN ARCHIPELAGO—SAVU ISLAND.

Seba—Further alteration in character of light.

No. 395 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1268 of 1922), are republished :—

Former Notice.—No. 1099 of 1922, part (1). (*This office No. 350 of 1922.*)

Position.—At a distance of about one cable south-westward from the entrance to River Moba.

Lat. $10^{\circ} 29' S.$, long. $121^{\circ} 50' E.$ (*approx.*).

New abridged description.—Lt. Gp. Occ. (3) ev. 30 sec., 52 ft., vis. 12 m.

Details.—The fixed white light has been replaced by a group occulting white light having three eclipses every thirty seconds, thus :

Light,	eclipse,	light,	eclipse,	light,	eclipse,
$\frac{1}{15}$ sec.	$\frac{3}{3}$ sec.				

Remarks.—The remaining characteristics are unaltered.

Charts affected.—No. 2468, Plan of Seba road.

“ 942a, Eastern archipelago—sheet 3.

“ 475, North-west coast of Australia.

“ 2759a, Australia—northern portion.

Publications.—List of Lights, Part VI, 1922, No. 947.

Eastern Archipelago Pilot, Part II, 1913, page 295.

Authority.—Hague Notice No. 1539 of 1922. (H. 4928-22.)

JAPAN—INLAND SEA, KII SUIDO.

Wakano ura Wan—Light established.

No. 396 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1284 of 1922), are republished :—

Position.—On the northern shore of the bay, at a distance of 8·0 cables 069° from Nada nami ye bana.

Lat. $34^{\circ} 11' N.$, long. $135^{\circ} 10' E.$ (*approx.*).